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BRUARY 1980

Chilton's AUTOMOTIVE INDUSTRIES

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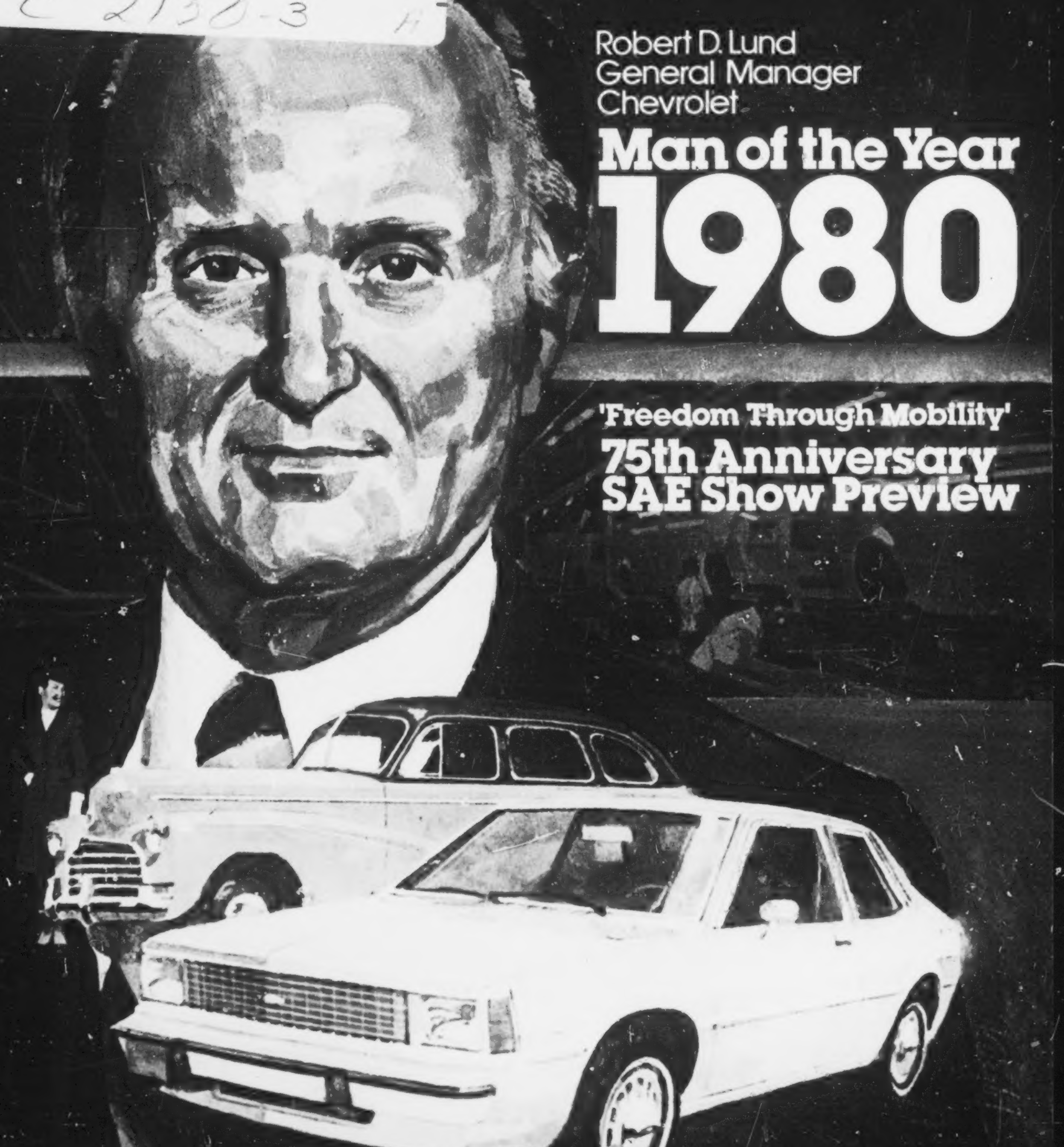


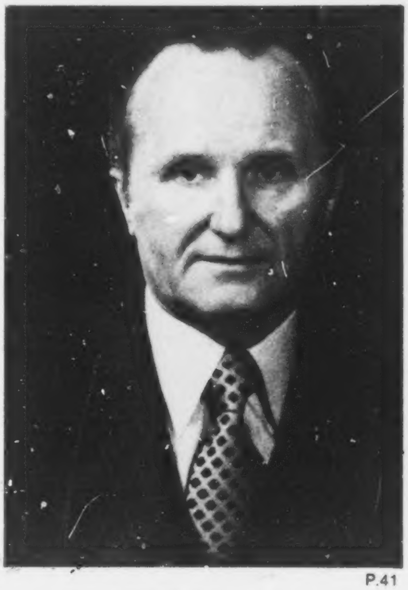
Robert D. Lund
General Manager
Chevrolet

Man of the Year 1980

'Freedom Through Mobility'

75th Anniversary SAE Show Preview

Chilton's
AUTOMOTIVE INDUSTRIES



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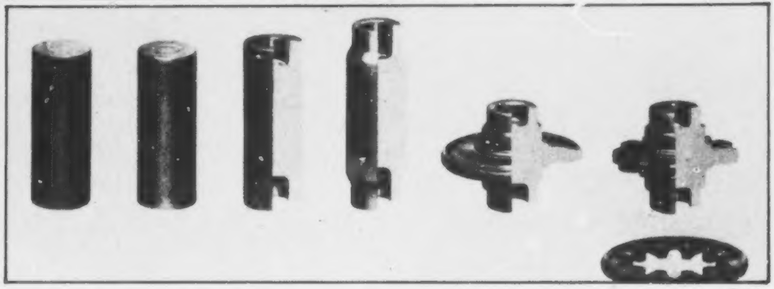

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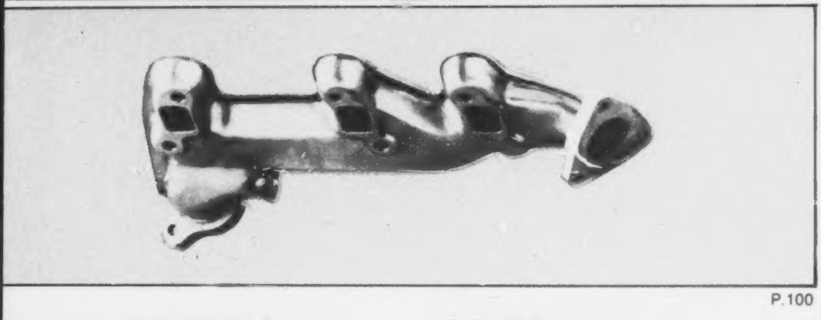

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NEXT MONTH

Our March Designers' Handbook features articles on digital dashboard displays, what's new in suspensions, the future of mechanical fasteners and a close-up look at what may be the transmission breakthrough of the decade.

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Chilton Way, Radnor, PA 19089 (215) 687-8200
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Donald W. Titlow, Publisher

STAFF
Editor-in-Chief
Ira G. Black
Managing Editor
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James J. Cadagan
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Bernard C. Smith

Chicago Regional Editor, John A. Stark
100 South Wacker Drive
Chicago, IL 60606
(312) 782-1400

Editor, Joseph M. Callahan
Detroit News Editor, John McElroy
Room 2600, Fisher Building
West Grand Boulevard
Detroit, MI 48202
(313) 875-2090

Bureau Chief, Neil R. Regeimbal
Washington Editor, Paula D. Hodges
1093 National Press Building
Washington, DC 20045
(202) 393-3474

European Editor, Peter J. Mullins
7A North Street, Caversham
Reading, RG4 8JA, England
(0) 734-481-667

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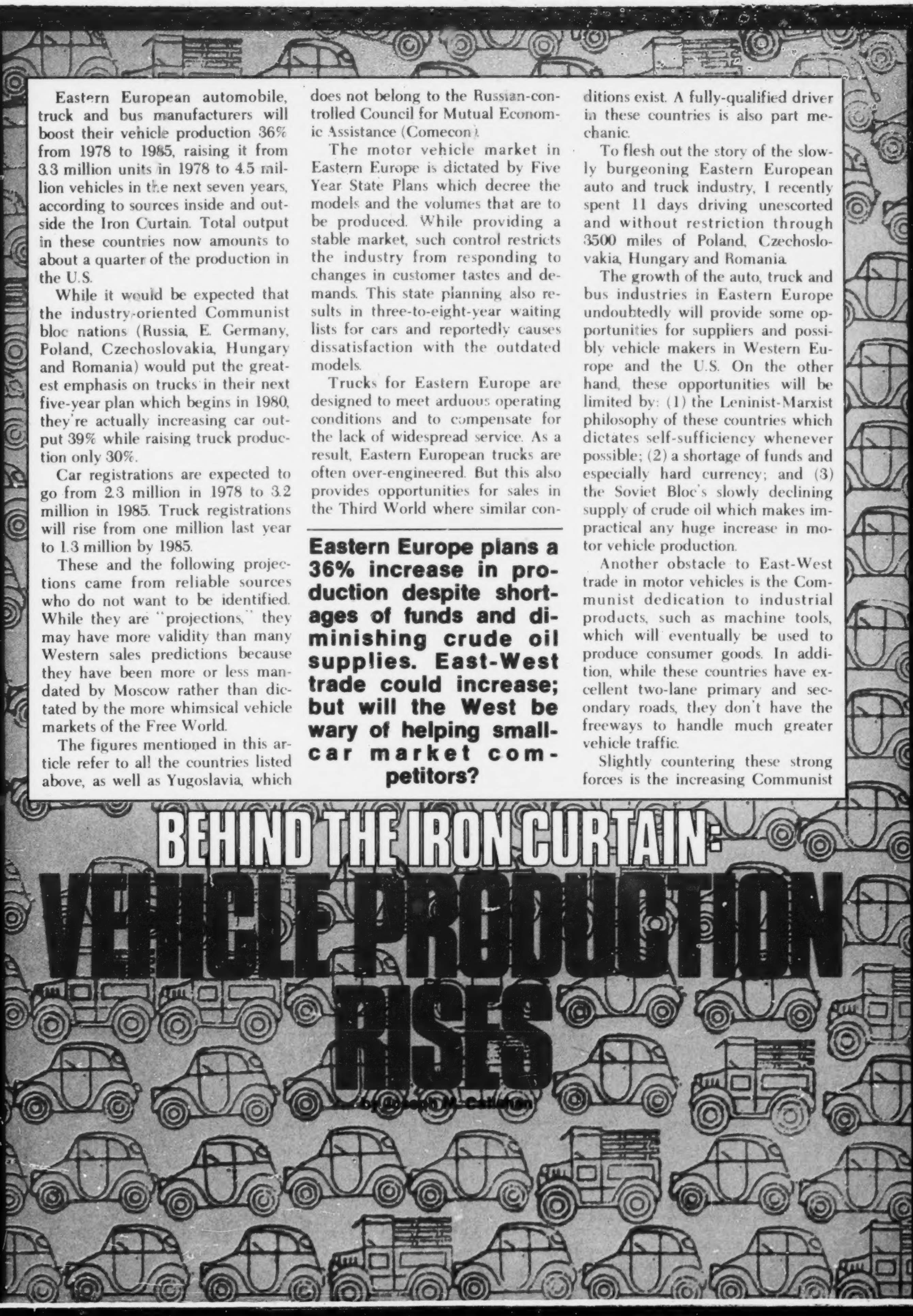


BEHIND THE IRON CURTAIN:

VEHICLE PRODUCTION RISES

by Joseph M. Callahan

Eastern European automobile, truck and bus manufacturers will boost their vehicle production 36% from 1978 to 1985, raising it from 3.3 million units in 1978 to 4.5 million vehicles in the next seven years, according to sources inside and outside the Iron Curtain. Total output in these countries now amounts to about a quarter of the production in the U.S.

While it would be expected that the industry-oriented Communist bloc nations (Russia, E. Germany, Poland, Czechoslovakia, Hungary and Romania) would put the greatest emphasis on trucks in their next five-year plan which begins in 1980, they're actually increasing car output 39% while raising truck production only 30%.

Car registrations are expected to go from 2.3 million in 1978 to 3.2 million in 1985. Truck registrations will rise from one million last year to 1.3 million by 1985.

These and the following projections came from reliable sources who do not want to be identified. While they are "projections," they may have more validity than many Western sales predictions because they have been more or less mandated by Moscow rather than dictated by the more whimsical vehicle markets of the Free World.

The figures mentioned in this article refer to all the countries listed above, as well as Yugoslavia, which does not belong to the Russian-controlled Council for Mutual Economic Assistance (Comecon).

The motor vehicle market in Eastern Europe is dictated by Five Year State Plans which decree the models and the volumes that are to be produced. While providing a stable market, such control restricts the industry from responding to changes in customer tastes and demands. This state planning also results in three-to-eight-year waiting lists for cars and reportedly causes dissatisfaction with the outdated models.

Trucks for Eastern Europe are designed to meet arduous operating conditions and to compensate for the lack of widespread service. As a result, Eastern European trucks are often over-engineered. But this also provides opportunities for sales in the Third World where similar conditions exist. A fully-qualified driver in these countries is also part mechanic.

Eastern Europe plans a 36% increase in production despite shortages of funds and diminishing crude oil supplies. East-West trade could increase; but will the West be wary of helping small-car market competitors?

To flesh out the story of the slowly burgeoning Eastern European auto and truck industry, I recently spent 11 days driving unescorted and without restriction through 3500 miles of Poland, Czechoslovakia, Hungary and Romania.

The growth of the auto, truck and bus industries in Eastern Europe undoubtedly will provide some opportunities for suppliers and possibly vehicle makers in Western Europe and the U.S. On the other hand, these opportunities will be limited by: (1) the Leninist-Marxist philosophy of these countries which dictates self-sufficiency whenever possible; (2) a shortage of funds and especially hard currency; and (3) the Soviet Bloc's slowly declining supply of crude oil which makes impractical any huge increase in motor vehicle production.

Another obstacle to East-West trade in motor vehicles is the Communist dedication to industrial products, such as machine tools, which will eventually be used to produce consumer goods. In addition, while these countries have excellent two-lane primary and secondary roads, they don't have the freeways to handle much greater vehicle traffic.

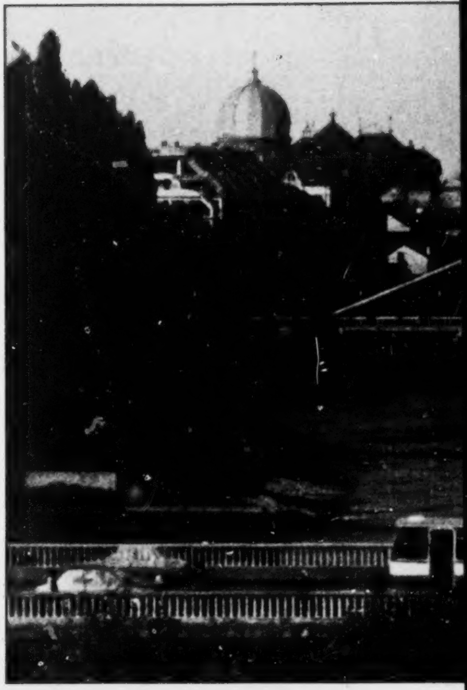
Slightly countering these strong forces is the increasing Communist experimentation with free enterprise in Hungary and other Eastern European areas and the growing demand from people behind the Iron Curtain for more consumer products and a higher standard of living. This could mean more automobiles and more products delivered by trucks. But putting too great a reliance on these factors would be to contradict the current realities.

Despite the lack of hard currency in Eastern Europe and the other obstacles, there appears to be a near obsession among many Western companies and Eastern governments to substantially expand their automotive trade.

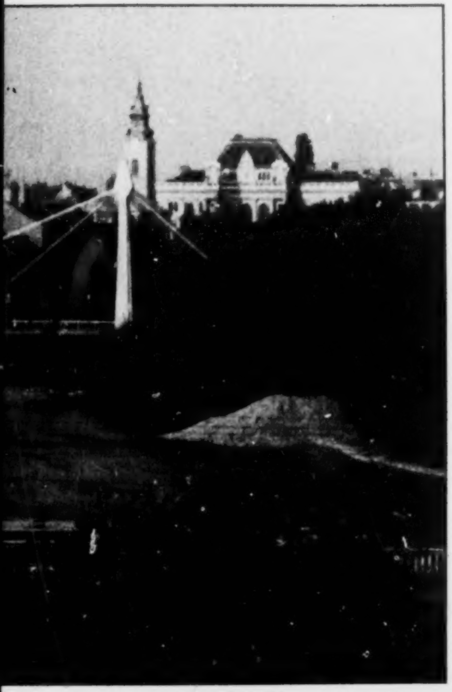
Ford Motor Co. and General Motors now have staffs probing the markets and the governments of Eastern Europe, confident that one day in the not-too-distant future there will be much greater East-West trade.

With this goal firmly in mind, both Ford and GM have established trading companies whose primary function is to set up barter arrangements in these Eastern countries and elsewhere. They will be accepting almost any marketable product in exchange for their cars, trucks or non-vehicular products.

Fiat of Italy is the one major au-



Below: Tricycles run along the streets of center city Zako Pane, Poland. Four-wheel cars and trucks are not allowed in the center of the town.



tomaker which has been willing to do business with the Eastern Europeans on their terms. This has resulted in Fiat largely building and equipping the "turn-key" auto plants in Russia and Poland and then turning them over to the Communists. Fiat also partially owns a Yugoslavian auto plant.

Last year top Russian transportation officials visited the headquarters of GM and Ford in Detroit and undoubtedly the other top auto manufacturers of the world to try to persuade them to establish similar turn-key operations in Eastern Europe.

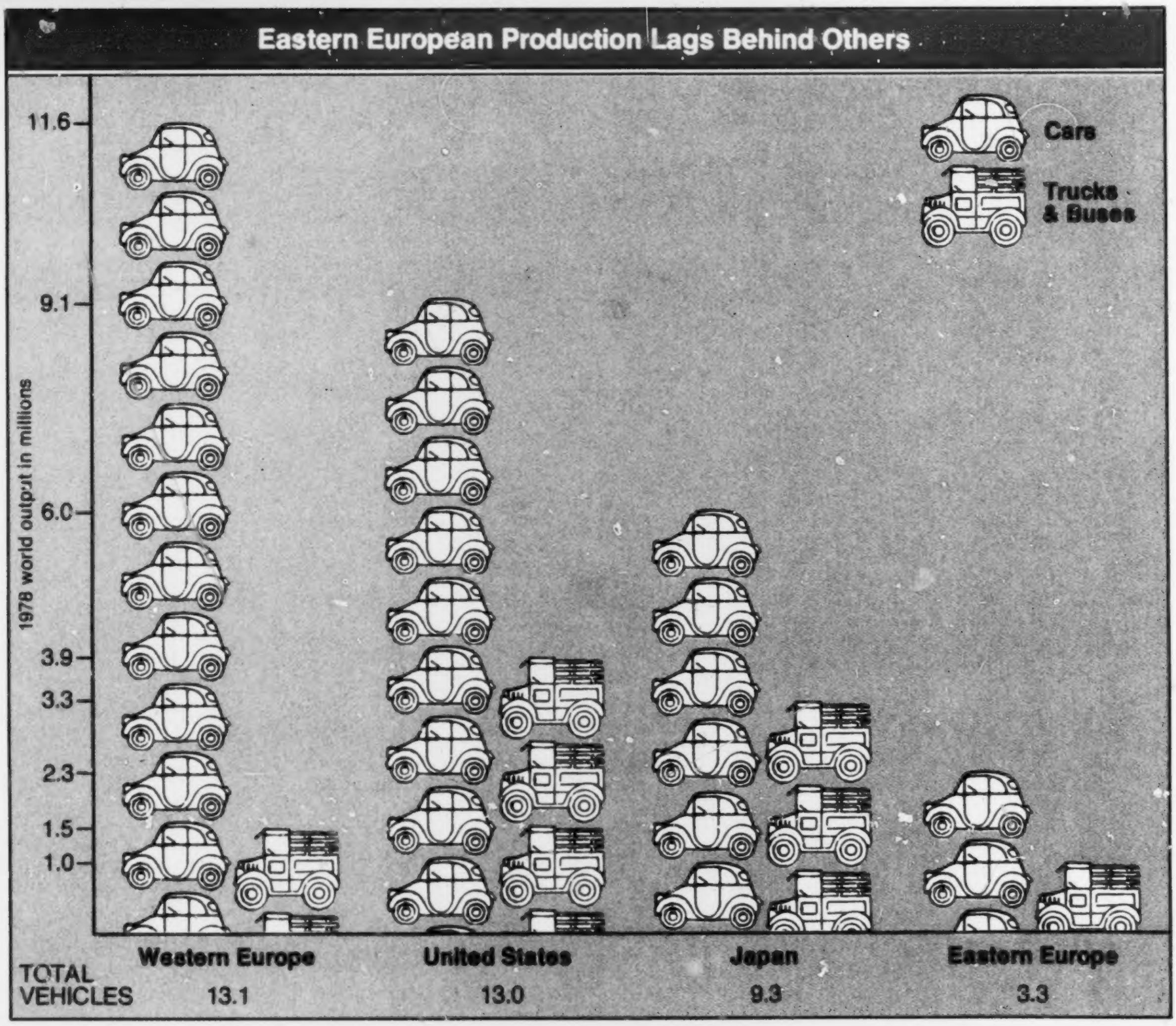
But the Westerners, aware that their technology is one of their greatest assets, have refused the proposals. Obviously, they see no sense in establishing more competitors in Eastern Europe who one day might flood Free World markets with small, inexpensive cars.

Industry sources report that in 1978, Eastern European manufacturers exported 225,000 cars, trucks and buses to Western Europe and Third World countries, while importing 82,000 vehicles.

The exports represented 6.8% of the 3.3 million vehicles built or assembled in Eastern Europe in 1978. A large percentage of these were the Russian-built Lada which is similar to the Fiat 124.

To support these increasing sales to the West, the Eastern nations are expanding their dealer organizations to provide sales, service and parts. Avtoexport, the Russian state export agency, now partially owns distributorships in Finland, Sweden, Norway, Belgium, Nigeria and

Left: From a bridge in Romania the city of Oredea can be seen. It is 20 miles from the border of Romania and Hungary.



Eastern European Production Lags Behind Others

If It's Tuesday, This Must Be Szekszard

Roaming around Communist-controlled Eastern Europe by car without an escort was an exciting, eye-opening adventure. But the 11-day tour was also risky and nerve-wracking on occasion.

Particularly surprising about this 3500-mile drive around and through Czechoslovakia, Poland, Hungary and Romania was that we were permitted complete freedom to travel where we would. (Also along on the trip were my wife, Halina, and two friends.) And except for military installations and railroads, we were allowed to photograph anything. However, incredibly heavy pollution in many cities and even in rural areas often interfered with photography.

In prowling around the highways and back roads that led to hundreds of villages, small towns and large cities, and talking with scores of people in the streets, restaurants and hotels, we heard very few complaints or saw any signs of fear or oppression. But there was endless red tape for both the natives and the tourists.

Probably the most disturbing part of the trip were the seven border crossings and the consequent confrontations with the military-oriented customs officers. Border crossings usually took two hours, although once the customs ritual took an entire evening.

In Poland and Czechoslovakia, border officials made incredibly detailed examinations of our finances on entering and leaving the countries, apparently in an all-out effort to ferret out black-market money operators. The U.S. dollar, the German mark and the British pound are all highly regarded as "hard currencies" in these countries. We were both openly and covertly approached by scores of people who offered up to five times the official rate of exchange in Polish zlotys, Czech corronas, Hungarian forints and Romanian leis for U.S. dollars.

Shortly after entering Poland and again just before leaving the country, we encountered a very capitalist creation—the speed trap. Our car was abruptly and unfairly flagged down and we were fined 1000 zlotys or $33 per ticket.

Speed limits in the four countries were generally about 55 mph (88 km/h) on the highway and 18 to 30 mph (29 to 48 km/h) in the cities. While the automobile population in these countries is not great, traffic often moves at only 35 or 40 mph (56 or 64 km/h) because of the heavy truck and even horse-cart traffic.

Horse-drawn carts are still widely used in Poland and, to some extent, in the other countries. These picturesque rubber-tired wagons, loaded with sugar beets, corn, logs or just people, were common in all the rural areas, as well as in many cities. And they have just as much right-of-way on the highway as the largest vehicles.

Horse-drawn carts are still widely used in Poland, and to some extent in other countries. Consequently, traveling by car is often slow.

Buying gasoline or diesel oil often took some doing. Most of the countries required tourists to buy fuel coupons at the border or at a government office along the way. Frequently, tourists had to pay more than the natives. For example, in Hungary we paid $2 a gallon for diesel fuel with the coupons, while the natives only paid 80¢ a gallon in cash. Gasoline prices ranged from $1.80 to $2.80 a gallon. Most of the crude oil in these countries comes from Russia, providing the Kremlin with a strong leash on its satellites.

Gas stations were generally few and far between. Often, they were off the beaten path, and it took a bit of planning and searching to get refueled. The general attitude about the grubby-looking gas stations seemed to be, "When you need fuel bad enough, you'll find us."

With the exception of a few overworked filling station attendants and grocery clerks, the Eastern European people were very friendly, polite and helpful. They were even friendlier when we were identified as Americans. Our Mercedes suggested to many people that we were German, often bringing a surprising display of hostility. We soon found it worthwhile to carry window cards saying "U.S.A. Citizens."

Unquestionably, the people residing in these Soviet-controlled countries are restricted in terms of information available, in their jobs, their mobility, their education and in many other ways. On the other hand, we saw no one in trouble during our rapid passage and most people were doing better than we expected. An important fact is that despite the Russian domination, they've had 35 years of stability and peace—a rarity in their history.—*JMC*

Eastern Europe Forecasts A 36% Vehicle Production Increase By 1985

(Add 000s)

	RUSSIA		POLAND		CZECH.		YUGOSLAVIA		E. GERMANY		ROMANIA	
	1978	1985	1978	1985	1978	1985	1978	1985	1978	1985	1978	1985
🚗	1300	1500	340	490	175	375	252	440	167	250	68	200
🚚	800	955	77	115	43	70	28	30	37	38	46	50
TOTAL VEHICLES	2100	2455	417	605	218	445	280	470	204	288	114	250

Eastern Europe

Cameroun. Independent Avtoexport distributors also are operating in Austria, Denmark, West Germany, Great Britain and Greece.

Poland is also exporting moderate volumes of the Polski-Fiat 125p and 126p, while Czechoslovakia is exporting the Skoda Estelle. Most auto exports from Eastern Europe go to Western nations, while the majority of the exported trucks go to Third World countries.

A weakness of the five-year plans imposed by the Russians on their satellites is that they produce rather old-fashioned and technically-backward cars. But the Eastern European countries often handle this problem by shipping their older models to their Socialist brother nations who are equally starved for cars.

Last year, Italy and Poland announced a unique 10-year auto trade agreement. To permit each manufacturer to concentrate on large volumes of a single car, Fiat of Italy will trade one-for-one the parts needed to assemble a new car called the Zero for fully-assembled units of the Polski-Fiat 126 which are being built by Poland's state auto company.

The accompanying charts give a rundown of auto production in each of the Eastern Bloc countries. In many cases, however, "production" consists of the assembly of knocked-down cars. ■

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Joe Callahan is standing in front of the Wedding Cake Building in Warsaw, Poland. The building was constructed after the Soviet takeover. Behind him is a Polski-Fiat, a car built by Poland's state auto company.

Eastern Europe Registered A Total 16,887 Vehicles In 1977

	Cars (Add 000s)	Trucks & Buses (Add 000s)	Total Vehicles (Add 000s)	Population Per Vehicle	% Cars	% Trucks
RUSSIA	3000	4500	7500	85.9	28	72
EAST GERMANY	2052	548	2600	8.2	19	9
YUGOSLAVIA	1732	152	1884	12.4	16	2
CZECHOSLOVAKIA	1677	300	1977	8.9	16	5
POLAND	1290	467	1757	26.6	12	8
HUNGARY	737	132	869	14.4	7	2
ROMANIA	200	100	300	107.3	2	2
TOTAL VEHICLES	10,688	6199	16,887	35.4	100	100

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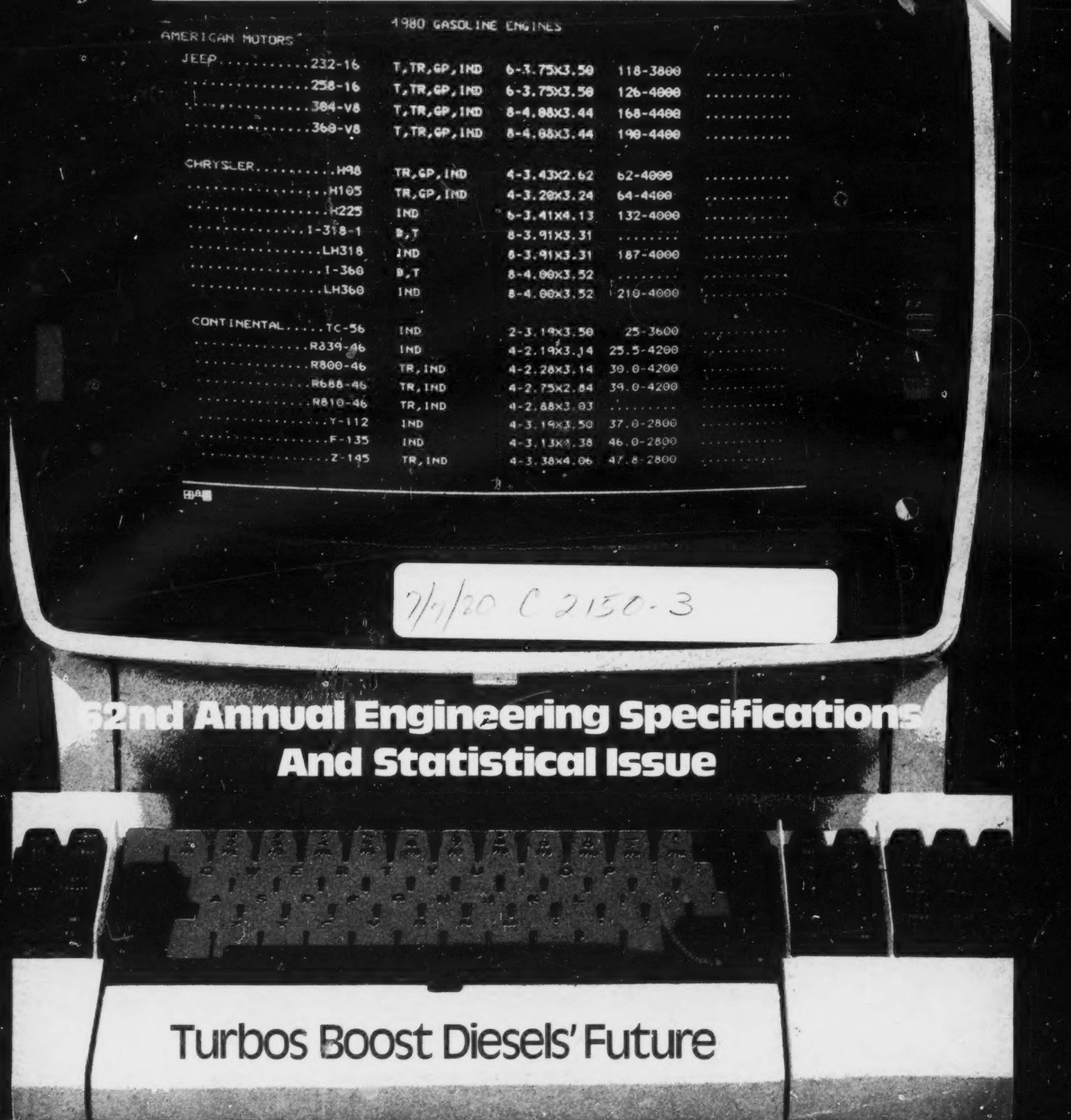

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                          1980 GASOLINE ENGINES
AMERICAN MOTORS
  JEEP.............232-16   T,TR,GP,IND   6-3.75X3.50   118-3800   ...........
  .................258-16   T,TR,GP,IND   6-3.75X3.50   126-4000   ...........
  .................304-V8   T,TR,GP,IND   8-4.08X3.44   168-4400   ...........
  .................360-V8   T,TR,GP,IND   8-4.08X3.44   190-4400   ...........

  CHRYSLER............H98   TR,GP,IND     4-3.43X2.62   62-4000    ...........
  ...................H105   TR,GP,IND     4-3.20X3.24   64-4400    ...........
  ...................H225   IND           6-3.41X4.13   132-4000   ...........
  ................1-318-1   B,T           8-3.91X3.31   ........   ...........
  ..................LH318   IND           8-3.91X3.31   187-4000   ...........
  ..................1-360   B,T           8-4.00X3.52   ........   ...........
  ..................LH360   IND           8-4.00X3.52   210-4000   ...........

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   ...............R839-46   IND           4-2.19X3.14   25.5-4200  ...........
   ...............R800-46   TR,IND        4-2.28X3.14   30.0-4200  ...........
   ...............R688-46   TR,IND        4-2.75X2.84   39.0-4200  ...........
   ...............R810-46   TR,IND        4-2.88X3.03   .........  ...........
   .................Y-112   IND           4-3.19X3.50   37.0-2800  ...........
   .................F-135   IND           4-3.13X4.38   46.0-2800  ...........
   .................Z-145   TR,IND        4-3.38X4.06   47.8-2800  ...........
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62nd Annual Engineering Specifications And Statistical Issue

Turbos Boost Diesels' Future

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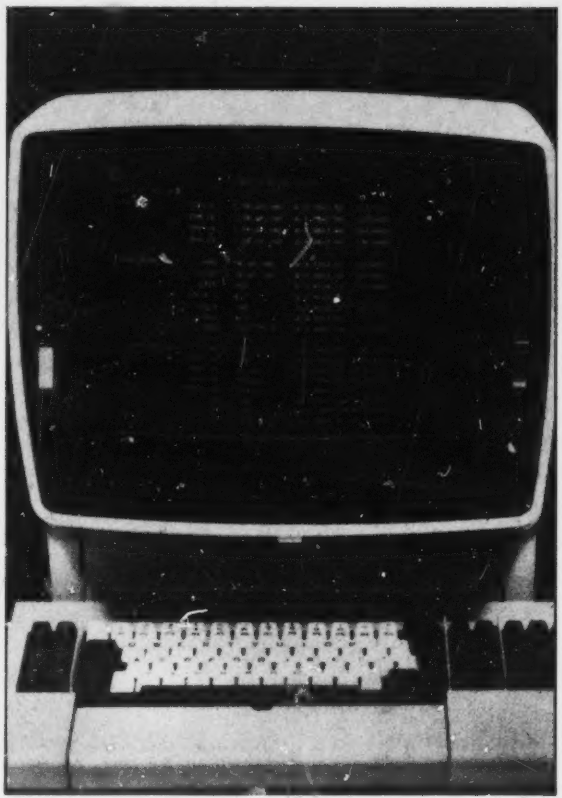

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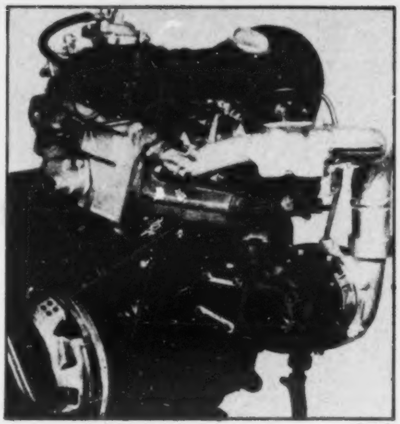

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Address mail to Executive and Editorial Offices
Chilton Way, Radnor, PA 19089 (215) 687-8200
TWX: 510-668-2460

Donald W. Titlow, Publisher

STAFF
Editor-in-Chief
Ira G. Black
Managing Editor
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Donna Borrelli

Chicago Regional Editor, John A. Stark
100 South Wacker Drive
Chicago, IL 60606
(312) 782-1400

Editor, Joseph M. Callahan
Detroit Regional Editor, John McElroy
Room 2600, Fisher Building
West Grand Boulevard
Detroit, MI 48202
(313) 875-2090

Bureau Chief, Neil R. Regeimbal
Washington Editor, Paula D. Hodges
1093 National Press Building
Washington, DC 20045
(202) 393-3474

European Editor, Peter J. Mullins
7A North Street, Caversham
Reading, RG4 8JA, England
(0) 734-481-667

Far East, John Hartley
Kuricorpo Bldg., 16-29, 3-chome
Nishi Azabu, Minato-ku
Tokyo 106, Japan

Chilton

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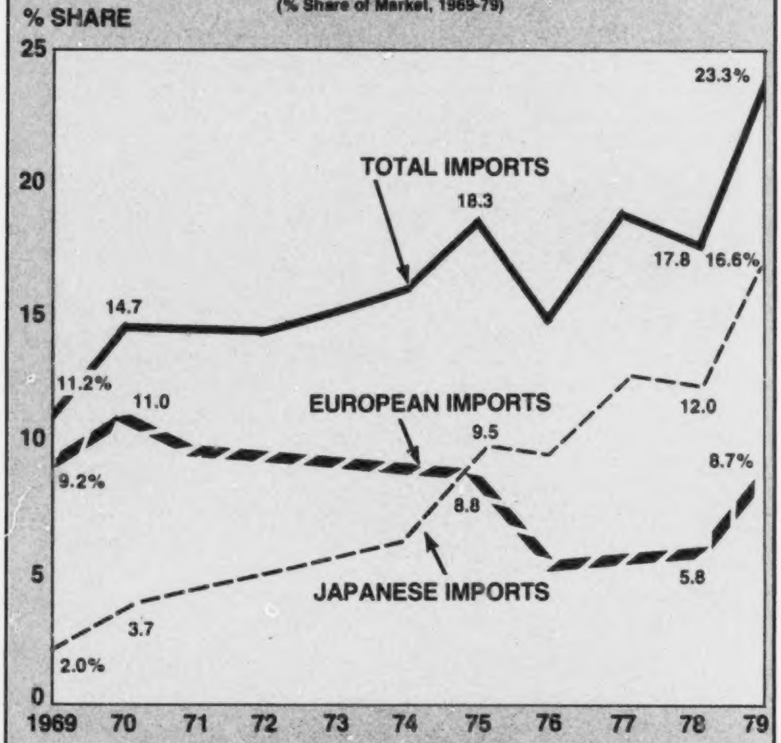
AUTOMOTIVE NEWS/ANALYSIS

IMPORTS IN THE U.S. CAR MARKET
(% Share of Market, 1969-79)



Source:
Ford Motor Co. Published Reports by Manufacturers: Imports Exclude Canadian-Sourced and Include U.S. Assembly Classified for Cafe by Volkswagen as Imports.

CAR AND TRUCK PRODUCTION IN JAPAN: 1976-1980

	Memo: 1973 (Mils)	1976 (Mils)	1977 (Mils)	1978 (Mils)	1979 (Mils)	1980 Plan (Mils)
Total Production	7.1	7.8	8.5	9.3	10.0	11.0
Less:						
Domestic Sales	5.0	4.1	4.1	4.7	5.0	5.2
Export Sales	2.7	3.7	4.4	4.6	5.0	5.8
Memo: Exports to the United States	0.8	1.4	1.7	1.9	2.1	NA
—% Total Exports	38%	38%	39%	41%	42%	NA

Source:
Japan Automobile Manufacturers Assoc: *Japan Automotive News* for 1980 production and domestic sales estimates (2/1/80). Courtesy Ford Motor Co.

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Warning Shot Fired On Imports

Congress has fired its first warning shot across the hood of Japanese automakers.

Voluntarily cut exports back to the 1977 level or face a heavier barrage of import quotas and domestic content requirements. Several such bills have already been introduced.

The warning came from Rep. Charles A. Vanik (D-OH) who chaired the first in a series of hearings by a key House trade subcommittee on world auto trade, while Naohiro Amaya, vice minister for international affairs, Japanese Ministry of International Trade, was in Washington for consultations.

Presumably, the message wasn't lost on Amaya, although he said in a *Washington Post* interview that "export restraint" is an option in dealing with the increasingly volatile situation, but "it is too early to decide on concrete actions."

On the issue of domestic content, he said the Japanese government can't tell the companies to open plants in the U.S.

Vanik proposes that the Japanese phase back their imports to 1.6 million this year and to 1.4 million, the 1977 benchmark, in 1981, adding he hopes the automakers "will pick up the signal." Japan racked up 1.7 million sales in the U.S. last year and captured a record 27% of the market this past February.

The phase-back plan would affect European automakers as well because it calls for overall reductions in foreign imports of 500,000 by 1981 to 2.0 million, the 1977 level.

Detroit also took its share of fire from Vanik and other members of the Ways and Means Subcommittee, although clearly Japan was the main target.

At one point Vanik charged that the domestic industry's "failure to build fuel-efficient cars sooner has placed this country in bondage to oil."

It is apparent that the subcommittee would prefer giving the Japanese some time to take the hint before legislating cutoffs. But that measure of restraint was not shared by those who came to testify.

A panel of Michigan Democrats composed of Sen. Donald Riegle, and Reps. William Brodhead, John Dingell and Bob Traxler led the charge for immediate relief.

Both Riegle and Dingell contend that Japan is dumping, charging less for its cars here than at home, in violation of international trade treaties.

As proof, Dingell cited figures compiled by U. S. Steel Corp. on prices paid by dealers in Japan and in eight American cities including Detroit. They indicate that U.S.

EVs Get Charge From CAFE Inclusion

Quietly spliced into the Chrysler aid bill is a little known provision that could send electric vehicles (EVs) surging into the market and act as a circuit breaker for stringent CAFE demands.

Senate-House conferees on the financial package, in their pre-adjournment stampede, approved an amendment to allow EVs to be included in computing corporate average fuel economy numbers.

The DoT folks are still in shock.

Master electrician awards go to Sen. James A. McClure (R-ID) and Rep. Thomas Corcoran (R-IL), who originally introduced the measure last year, but suffered a blackout.

Under an incredibly complex formula contained in the fine print, the miles-per-gallon figure for EVs would be computed by determining the amount of oil utilities would have to burn in order to recharge EV batteries. According to McClure, it could go as high as 140 mpg (51.5 km/L).

The Departments of Energy and Transportation have put their heads together with the Environmental Protection Agency to try to come up with an EV mileage rating sometime this month.

Hmmmm.—Paula D. Hodges

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prices are 14% to 20% lower.

Rep. Bob Traxler called the import flux "a calculated Japanese invasion of our shores during a time of vulnerability and transition" in touting his bill to force an immediate 35% cutback in imports and 75% American content by 1985.

Ford's executive vice president Fred Secrest put part of the blame squarely on U.S. trade policy which encourages auto imports with only a 2.9% tariff and no restrictions.

In the European community, he said, tariffs range from 10-22%, and several major countries limit share of the market as well. Outside Europe, local content requirements are common.

Ford wants to see Japanese plants in the U.S., quotas, higher tariffs or a combination to ease the situation.

Neither GM nor Chrysler testified, but GM president Elliott Estes, visiting company facilities in Tokyo, told reporters, "We would be distressed to see our country resort to protectionism for the auto industry."

In contrast, Chrysler chairman Lee Iacocca warned that his company could lose up to $700 million this year unless Congress slaps on some form of import controls.

Chrysler's financial and operating plan, put together to get federal loan guarantees, assumes imports' market share at less than 20%, far below the current level.—*Paula D. Hodges*

Buyers' Choice: Luxury, Economy?

There's a little something for everyone included in the mid-year new car introductions which feature both domestic and international entries: several luxury models in limited editions, sporty fuel-economy packages, four-wheel-drive trucks

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CHALLENGE BY CHOICE

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U.S. PASSENGER CARS

Model Year U.S. Car Production by Makes 1979

Make	No. Units	% of Total
AMERICAN MOTORS CORP.		
Concord	102,853	1.14
Spirit	56,371	.62
Pacer	10,215	.11
Total—AMC	169,439	1.87
CHRYSLER CORP.		
Plymouth		
Horizon	140,463	1.55
Volare	178,819	1.98
Total—Plymouth	319,282	3.53
Dodge		
Omni	118,337	1.31
Aspen	121,354	1.34
Diplomat	51,685	.57
Magnum XE	25,367	.28
St. Regis	34,434	.38
Total—Dodge	351,177	3.88
Chrysler		
LeBaron	113,863	1.26
Cordoba	73,194	.81
Chrysler	104,540	1.16
Total—Chrysler	291,597	3.23
Total—Chrysler Corp.	962,056	10.64
FORD MOTOR CORP.		
Ford		
Pinto	187,123	2.06
Fairmont	365,271	4.04
Granada	165,156	1.83
Mustang	332,024	3.67
LTD	321,769	3.56
LTD II	42,179	.47
Thunderbird	256,584	2.84
Total—Ford	1,670,106	18.47
Mercury		
Bobcat	50,266	.56
Zephyr	125,377	1.39
Monarch	75,879	.84
Capri	110,144	1.23
Cougar	8,436	.09
XR-7	163,716	1.81
Mercury	140,800	1.56
Total—Mercury	674,618	7.48
Lincoln		
Lincoln	92,600	1.02
Mark V	75,939	.84
Versailles	21,007	.23
Total—Lincoln	189,546	2.09
Total—Ford Motor Co.	2,534,270	28.04

Make	No. Units	% of Total
GENERAL MOTORS CORP.		
Chevrolet		
Chevette	369,109	4.08
Monza	163,833	1.81
Nova	97,701	1.08
Camaro	282,571	3.13
Malibu	421,147	4.66
Chevrolet	588,638	6.51
Monte Carlo	316,923	3.50
Corvette	49,901	.55
Total—Chevrolet	2,289,823	25.32
Pontiac		
Sunbird	97,770	1.08
Phoenix	24,900	.28
Firebird	211,454	2.34
LeMans	136,938	1.52
Pontiac	226,300	2.50
Grand Prix	210,050	2.32
Total—Pontiac	907,412	10.04
Oldsmobile		
Starfire	20,299	.23
Omega	14,811	.16
Cutlass	563,751	6.24
Oldsmobile	419,238	4.64
Toronado	50,056	.55
Total—Oldsmobile	1,068,155	11.82
Buick		
Skyhawk	23,139	.25
Skylark	29,026	.32
Century/Regal	329,202	3.64
LeSabre	172,096	1.90
Electra	121,631	1.35
Riviera	52,181	.58
Total—Buick	727,275	8.04
Cadillac		
Cadillac	257,300	2.84
Eldorado	67,436	.75
Seville	53,487	.59
Total—Cadillac	378,223	4.18
Total—GMC	5,370,888	59.40
CHECKER MOTORS CORP.	5,231	.05
TOTAL—ALL PASSENGER CARS	9,041,884	100.00

SALES

Calendar Year U.S. Passenger Car Sales by U.S. Manufacturers 1978-1979

Make	1979		1978	
	No. Units	% of Total	No. Units	% of Total
AMERICAN MOTORS CORP.				
Spirit	54,356	.64	25,693	.27
Concord	85,431	1.00	114,764	1.21
Pacer	8,169	.10	20,811	.22
Eagle	14,101	.16	......	.....
Renault Le Car	17,705	.21	......	.....
Renault Gordini	1,157	.01	......	.....
Matador	......	.....	9,471	.10
Total—AMC	180,919	2.12	170,739	1.80
CHRYSLER CORP.				
Plymouth				
Arrow/Champ	48,960	.57	28,296	.30
Sapporo	12,322	.15	12,777	.14
Horizon	146,740	1.72	118,993	1.26
Volare	167,091	1.96	210,125	2.23
Voyager	10,125	.12	13,895	.15
Fury	2,681	.03	60,378	.64
Gran Fury	746	.01	980	.01
Total—Plymouth	388,565	4.56	445,444	4.73
Dodge				
Colt	62,705	.74	44,570	.47
Omni	124,378	1.46	89,497	.95
Aspen	117,777	1.38	157,308	1.67
Challenger	14,166	.17	17,649	.19
Diplomat	45,131	.53	60,656	.65
Monaco	2,554	.03	37,594	.40
Mirada/Magnum/Charger	24,784	.29	48,326	.52
St. Regis	28,303	.33	3,060	.03
Royal Monaco	......	..	2,178	.02
Total—Dodge	419,798	4.93	460,838	4.90
Chrysler				
LeBaron	99,588	1.17	125,558	1.33
Cordoba	61,801	.72	105,442	1.12
Chrysler	87,451	1.03	67,892	.72
Total—Chrysler	248,840	2.92	298,892	3.17
Total—Chrysler Corp.	1,057,203	12.41	1,205,174	12.80
FORD MOTOR CO.				
Ford				
Fiesta	78,109	.92	76,145	.81
Pinto	187,708	2.20	167,880	1.78
Fairmont	338,819	3.98	405,780	4.30
Mustang	304,053	3.57	199,760	2.12
Granada	141,737	1.66	219,026	2.33
LTD	245,565	2.88	332,930	3.54
LTD II	26,700	.31	138,947	1.47
Thunderbird	215,698	2.53	304,430	3.23
Total—Ford	1,538,389	18.05	1,844,898	19.58
Mercury				
Bobcat	44,674	.52	30,201	.32
Zephyr	99,335	1.17	120,781	1.28
Capri	90,850	1.07	22,114	.24
Monarch	55,347	.65	78,824	.84
Cougar	3,955	.05	35,251	.37
XR-7	121,184	1.42	159,687	1.69
Marquis	94,654	1.11	136,719	1.45
Total—Mercury	509,999	5.99	583,577	6.19
Lincoln				
Lincoln	60,797	.71	97,009	1.03
Mark VI/V	56,888	.67	75,731	.80
Versailles	13,586	.16	15,747	.17
Total—Lincoln	131,271	1.54	188,487	2.00
Total—Ford Motor Co.	2,179,659	25.58	2,616,962	27.77
GENERAL MOTORS CORP.				
Chevrolet				
Chevette	375,724	4.41	247,088	2.62
Monza	141,564	1.66	158,127	1.68
Citation/Nova	339,067	3.98	291,796	3.10
Camaro	204,742	2.40	260,201	2.76
Malibu	344,233	4.04	374,124	3.97
Chevrolet	449,001	5.27	621,140	6.59
Monte Carlo	265,877	3.12	355,058	3.76
Corvette	38,631	.45	42,247	.45
Total—Chevrolet	2,158,839	25.33	2,349,781	24.93
Pontiac				
Sunbird	89,107	1.05	90,438	.96
Astre	....	..	1,299	.01
Phoenix	80,857	.95	58,280	.62
Firebird	149,211	1.75	188,212	2.00
LeMans	114,993	1.35	125,020	1.33
Pontiac	171,301	2.01	209,536	2.22
Grand Prix	175,573	2.06	224,195	2.38
Total—Pontiac	781,042	9.17	896,980	9.52
Oldsmobile				
Starfire	18,611	.22	18,351	.20
Omega	50,098	.59	42,860	.45
Cutlass	518,160	6.08	520,279	5.52
Oldsmobile	315,774	3.70	396,815	4.21
Toronado	46,845	.55	28,039	.30
Total—Oldsmobile	949,488	11.14	1,006,344	10.68
Buick				
Opel	13,815	.16	19,222	.20
Skyhawk	18,768	.22	22,221	.24
Skylark	115,000	1.35	97,915	1.04
Century/Regal	311,589	3.66	323,356	3.44
Buick	217,749	2.56	312,119	3.31
Riviera	51,402	.60	25,753	.27
Total—Buick	728,323	8.55	800,586	8.50
Cadillac				
Cadillac	206,164	2.42	248,825	2.64
Eldorado	62,553	.74	46,267	.49
Seville	45,317	.53	55,721	.59
Total—Cadillac	314,034	3.69	350,813	3.72
Total—General Motors	4,931,726	57.88	5,407,504	57.35
CHECKER MOTORS CORP.	4,629	.06	4,103	.04
VOLKSWAGEN OF AMERICA	166,576	1.95	22,582	.24
TOTAL—ALL PASSENGER CARS	8,520,712	100.00	9,424,064	100.00

U.S. PASSENGER CARS

1979 Model Year Factory Installation of Optional Equipment

Shown in Per Cent of Each Makes Production

	TRANSMISSIONS					ENGINES			POWER OPERATED								
MAKE	Automatic	Manual 3-Speed	Manual 3-Speed w/ Overdrive Unit	Manual 4 Speed	Manual 5-Speed	V-8	6-Cylinder	4-Cylinder	Brakes	Steering	Windows	Seats	AIR CONDITIONING	TINTED GLASS	LOCKING DIFFERENTIAL	MOVABLE STEERING COLUMN	DISC BRAKES
AMERICAN MOTORS CORP.																	
Concord	95.3	N.O.	4.7	N.O.	N.O.	4.8	89.3	6.2	57.7	96.5	N.O.	N.O.	62.2	70.0	4.6	35.1	100.0
Spirit	64.1	4.9	31.0	N.O.	N.O.	6.9	64.3	28.8	30.4	74.4	N.O.	N.O.	39.1	52.6	4.5	19.8	100.0
Pacer	94.3	N.O.	5.7	N.O.	N.O.	9.9	90.1	N.O.	77.5	98.3	N.O.	N.O.	75.0	91.0	4.5	48.2	100.0
CHECKER MOTORS CORP.																	
Marathon	100.0	N.O.	N.O.	N.O.	N.O.	61.0	39.0	N.O.	100.0	100.0	N.O.	N.O.	72.0	86.0	2.0	N.O.	100.0
Taxi-Cab	100.0	N.O.	N.O.	N.O.	N.O.	14.0	86.0	N.O.	100.0	100.0	N.O.	N.O.	35.0	22.0	9.0	N.O.	100.0
CHRYSLER CORP.																	
Plymouth																	
Horizon	56.4	N.O.	43.6	N.O.	N.O.	N.O.	N.O.	100.0	17.2	41.6	N.O.	N.O.	36.7	56.7	N.O.	N.O.	100.0
Volare	97.8	1.0	1.2	N.O.	N.O.	19.1	80.3	N.O.	87.5	94.7	1.6	1.0	72.0	74.6	3.4	5.0	100.0
Dodge																	
Omni	56.0	N.O.	44.0	N.O.	N.O.	N.O.	N.O.	100.0	19.6	44.5	N.O.	N.O.	37.4	59.7	N.O.	N.O.	100.0
Aspen	97.6	1.1	1.3	N.O.	N.O.	21.7	78.3	N.O.	86.6	96.2	2.6	1.2	71.1	77.1	2.4	6.1	100.0
Diplomat	99.7	N.O.	0.3	N.O.	N.O.	73.0	27.0	N.O.	100.0	100.0	20.8	17.6	89.2	91.7	4.4	23.5	100.0
Magnum XE	100.0	N.O.	N.O.	N.O.	N.O.	100.0	N.O.	N.O.	100.0	100.0	40.3	24.4	90.2	97.6	10.8	47.1	100.0
St. Regis	100.0	N.O.	N.O.	N.O.	N.O.	98.0	2.0	N.O.	100.0	100.0	34.4	25.9	96.6	99.5	8.4	54.7	100.0
Chrysler																	
Cordoba	100.0	N.O.	N.O.	N.O.	N.O.	100.0	N.O.	N.O.	100.0	100.0	49.3	36.8	97.1	98.3	7.0	53.6	100.0
LeBaron	99.7	0.3	N.O.	N.O.	N.O.	71.3	28.7	N.O.	100.0	100.0	28.5	23.4	93.5	94.1	3.7	31.3	100.0
Chrysler	100.0	N.O.	N.O.	N.O.	N.O.	98.2	1.8	N.O.	100.0	100.0	55.1	51.5	97.5	99.8	8.4	66.4	100.0
FORD MOTOR CO.																	
Ford																	
Pinto	49.6	N.O.	50.4	N.O.	N.O.	N.O.	3.9	96.1	23.9	47.3	N.O.	N.O.	27.4	82.6	N.O.	N.O.	100.0
Fairmont	89.8	N.O.	10.2	N.O.	N.O.	10.0	65.9	24.1	77.0	93.4	3.9	2.3	69.8	76.3	N.O.	8.4	100.0
Granada	97.7	N.O.	N.O.	N.O.	2.3	18.7	81.3	N.O.	86.9	98.6	7.3	3.4	82.7	86.2	N.O.	10.8	100.0
Mustang	64.6	N.O.	35.4	N.O.	N.O.	14.3	31.3	54.4	74.8	86.9	N.O.	N.O.	57.8	72.3	N.O.	12.7	100.0
LTD	100.0	N.O.	N.O.	N.O.	N.O.	100.0	N.O.	N.O.	100.0	100.0	27.5	20.1	95.3	95.4	N.O.	40.3	100.0
LTD II	100.0	N.O.	N.O.	N.O.	N.O.	100.0	N.O.	N.O.	100.0	100.0	11.0	6.7	96.8	94.2	19.8	20.5	100.0
Thunderbird	100.0	N.O.	N.O.	N.O.	N.O.	100.0	N.O.	N.O.	100.0	100.0	43.5	29.7	96.6	96.1	2.7	49.2	100.0
Mercury																	
Bobcat	N.O.	N.O.	45.5	N.O.	N.O.	N.O.	8.1	91.9	23.9	61.0	N.O.	N.O.	25.3	100.0	N.O.	N.O.	100.0
Zephyr	88.9	N.O.	11.1	N.O.	N.O.	12.5	68.4	19.1	77.5	94.0	6.7	2.6	72.3	79.7	N.O.	13.3	100.0
Monarch	97.2	N.O.	2.8	N.O.	N.O.	18.9	81.1	N.O.	88.2	98.9	11.6	5.8	85.8	88.7	N.O.	17.1	100.0
Capri	53.6	N.O.	46.4	N.O.	N.O.	12.5	31.5	56.0	72.3	82.9	N.O.	N.O.	58.0	75.8	N.O.	17.0	100.0
Cougar	100.0	N.O.	N.O.	N.O.	N.O.	100.0	N.O.	N.O.	100.0	100.0	25.3	19.1	96.3	93.3	6.6	32.4	100.0
XR-7	100.0	N.O.	N.O.	N.O.	N.O.	100.0	N.O.	N.O.	100.0	100.0	48.2	29.6	97.9	98.2	2.7	53.8	100.0
Mercury	100.0	N.O.	N.O.	N.O.	N.O.	100.0	N.O.	N.O.	100.0	100.0	72.4	59.0	98.5	98.2	N.O.	66.9	100.0
Lincoln																	
Lincoln	100.0	N.O.	N.O.	N.O.	N.O.	100.0	N.O.	N.O.	100.0	100.0	100.0	99.0	100.0	100.0	9.3	96.0	100.0
Mark V	100.0	N.O.	N.O.	N.O.	N.O.	100.0	N.O.	N.O.	100.0	100.0	100.0	100.0	100.0	100.0	7.5	97.6	100.0
Versailles	100.0	N.O.	N.O.	N.O.	N.O.	100.0	N.O.	N.O.	100.0	100.0	100.0	100.0	100.0	100.0	N.O.	92.0	100.0
GENERAL MOTORS CORP.																	
Chevrolet																	
Chevette	58.3	N.O.	41.7	N.O.	N.O.	N.O.	N.O.	100.0	6.2	N.O.	N.O.	N.O.	36.2	57.7	N.O.	7.5	100.0
Monza	65.2	N.O.	31.7	3.1	N.O.	5.0	49.8	45.2	40.4	79.9	N.O.	N.O.	42.3	100.0	3.4	18.7	100.0
Nova	96.2	N.O.	N.O.	0.6	N.O.	27.4	72.6	N.O.	80.0	98.4	1.0	N.O.	55.5	60.8	1.4	8.4	100.0
Camaro	88.1	N.O.	10.5	N.O.	N.O.	92.2	7.8	N.O.	98.2	100.0	28.2	N.O.	78.2	91.0	13.7	51.6	100.0
Malibu	97.9	N.O.	0.5	N.O.	N.O.	63.8	36.2	N.O.	98.6	99.4	6.8	3.1	80.3	84.7	3.8	23.2	100.0
Chevrolet	100.0	N.O.	N.O.	N.O.	N.O.	98.1	1.9	N.O.	100.0	100.0	30.8	16.9	95.1	96.1	4.6	48.9	100.0
Monte Carlo	99.5	N.O.	N.O.	N.O.	N.O.	78.5	21.5	N.O.	99.7	99.5	26.4	7.3	92.6	95.3	2.3	50.3	100.0
Corvette	83.1	N.O.	16.9	N.O.	N.O.	100.0	N.O.	N.O.	100.0	100.0	93.1	N.O.	94.5	100.0	100.0	95.1	100.0
Pontiac																	
Sunbird	66.8	N.O.	30.5	2.7	N.O.	1.0	36.1	62.9	50.6	82.8	N.O.	N.O.	47.9	100.0	2.9	21.2	100.0
Phoenix	98.6	1.0	0.4	N.O.	N.O.	41.3	58.7	N.O.	93.7	99.5	4.7	N.O.	68.5	75.0	2.2	27.2	100.0
Firebird	92.2	0.9	6.9	N.O.	N.O.	94.0	6.0	N.O.	99.2	100.0	48.1	N.O.	85.2	92.5	59.6	62.9	100.0
LeMans	99.6	0.1	0.3	N.O.	N.O.	51.9	48.1	N.O.	99.4	95.5	12.4	6.5	88.1	87.4	4.3	35.6	100.0
Pontiac	100.0	N.O.	N.O.	N.O.	N.O.	98.7	1.3	N.O.	100.0	100.0	30.9	37.0	98.1	97.3	5.2	68.5	100.0
Grand Prix	99.7	0.2	0.1	N.O.	N.O.	78.8	21.2	N.O.	99.8	99.9	45.9	21.9	96.4	95.9	3.6	61.0	100.0
Oldsmobile																	
Starfire	63.9	N.O.	30.1	6.0	N.O.	65.8	8.1	26.1	72.0	87.7	N.O.	N.O.	54.9	75.6	5.0	28.8	100.0
Omega	99.0	0.6	0.4	N.O.	N.O.	24.2	75.8	N.O.	97.6	99.6	5.7	N.O.	72.2	79.4	1.6	15.6	100.0
Cutlass	99.6	0.1	0.1	0.2	N.O.	78.5	21.5	N.O.	99.7	99.9	25.7	10.9	94.2	95.8	3.1	57.0	100.0
Oldsmobile	100.0	N.O.	N.O.	N.O.	N.O.	99.3	0.7	N.O.	100.0	100.0	61.0	46.8	96.9	98.1	6.3	74.3	100.0
Toronado	100.0	N.O.	N.O.	N.O.	N.O.	100.0	N.O.	N.O.	100.0	100.0	100.0	100.0	100.0	100.0	N.O.	93.7	100.0
Buick																	
Skyhawk	75.3	N.O.	17.5	7.2	N.O.	N.O.	100.0	N.O.	84.9	97.2	N.O.	N.O.	62.9	84.1	4.3	46.4	100.0
Skylark	99.6	0.4	N.O.	N.O.	N.O.	19.0	81.0	N.O.	95.8	99.7	6.4	N.O.	77.8	84.2	1.3	30.8	100.0
Century/Regal	99.8	0.1	0.1	N.O.	N.O.	41.0	59.0	N.O.	99.5	99.9	27.3	15.4	91.4	94.1	2.4	56.0	100.0
LeSabre	100.0	N.O.	N.O.	N.O.	N.O.	89.3	10.7	N.O.	100.0	100.0	41.7	33.3	95.2	97.1	4.9	65.5	100.0
Electra	100.0	N.O.	N.O.	N.O.	N.O.	100.0	N.O.	N.O.	100.0	100.0	100.0	94.8	99.9	99.8	6.4	93.9	100.0
Riviera	100.0	N.O.	N.O.	N.O.	N.O.	79.9	20.1	N.O.	100.0	100.0	100.0	100.0	100.0	100.0	N.O.	93.2	100.0
Cadillac																	
Cadillac	100.0	N.O.	N.O.	N.O.	N.O.	100.0	N.O.	N.O.	100.0	100.0	100.0	100.0	100.0	100.0	5.6	92.7	100.0
Eldorado	100.0	N.O.	N.O.	N.O.	N.O.	100.0	N.O.	N.O.	100.0	100.0	100.0	100.0	100.0	100.0	N.O.	97.5	100.0
Seville	100.0	N.O.	N.O.	N.O.	N.O.	100.0	N.O.	N.O.	100.0	100.0	100.0	100.0	100.0	100.0	8.0	100.0	100.0

ABBREVIATIONS
N.O.—Not Offered as standard or optional equipment.

U.S. PASSENGER CARS

1979 Model Year U.S. Engine Installation by Displacement, Make and Model

MAKE AND MODEL	4 Cyl. Displacement	Total Installed	6 Cyl. Displacement	Total Installed	V8 Displacement	Total Installed
AMERICAN MOTORS CORP.						
Concord	151 CI	6,355	232 CI	35,000	304 CI	4,656
			258 CI	56,842		
Spirit	151 CI	16,237	232 CI	18,916	304 CI	3,893
			258 CI	17,325		
Pacer	....	....	232 CI	1	304 CI	1,014
			258 CI	9,200		
CHECKER MOTORS CORP.						
Marathon	....	....	250 CI	105	305 CI	97
					350 CI	68
Taxi Cab	....	....	250 CI	4,266	305 CI	397
					350 CI	298
CHRYSLER CORP.						
Dodge Division						
Omni	1.7 L	118,337	....	....	....	....
Aspen	....	....	225 CI	95,020	318 CI	24,514
					360 CI	1,820
Diplomat	....	....	225 CI	13,955	318 CI	35,404
					360 CI	2,326
Magnum XE	....	....	....	....	318 CI	11,364
					360 CI	14,003
St. Regis	....	....	225 CI	589	318 CI	21,418
					360 CI	12,327
CHRYSLER-PLYMOUTH						
Horizon	1.7 L	140,463	....	....	....	....
Volare	....	....	225 CI	144,665	318 CI	31,651
					360 CI	2,503
Cordoba	....	....	....	....	318 CI	28,399
					360 CI	44,795
LeBaron	....	....	225 CI	32,679	318 CI	76,288
					360 CI	4,896
Chrysler	....	....	225 CI	1,882	318 CI	41,816
					360 CI	60,842
FORD MOTOR CO.						
Ford Division						
Pinto	2.3 L	179,850	2.8 L	7,273	....	....
Fairmont	2.3 L	87,827	200 CI	240,785	302 CI	36,659
Granada	....	....	250 CI	134,252	302 CI	30,904
Mustang	2.3 L	181,108	2.8 L	70,146	302 CI	47,473
			200 CI	33,297		
LTD	....	....	....	....	302 CI	231,685
					351 CI	90,084
LTD II	....	....	....	....	302 CI	22,550
					351 CI	19,629
Thunderbird	....	....	....	....	302 CI	158,333
					351 CI	98,251
Lincoln-Mercury Div.						
Bobcat	2.3 L	46,194	2.8 L	4,072	....	....
Zephyr	2.3 L	23,947	200 CI	85,758	302 CI	15,672
Monarch	....	....	250 CI	61,438	302 CI	14,341
Capri	2.3 L	61,681	2.8 L	23,571	302 CI	13,768
			200 CI	11,124		
Cougar	....	....	....	....	302 CI	5,517
					351 CI	2,919
XR-7	....	....	....	....	302 CI	94,628
					351 CI	69,088
Mercury	....	....	....	....	302 CI	71,667
					351 CI	69,133
Lincoln	....	....	....	....	400 CI	92,600
Mark V	....	....	....	....	400 CI	75,939
Versailles	....	....	....	....	302 CI	21,007
GENERAL MOTORS CORP.						
Chevrolet Div.						
Chevette	1.6 L	369,109	....	....	....	....
Monza	151 CI	74,081	196 CI	73,896	305 CI	8,180
			231 CI	7,676		
Nova	....	....	250 CI	70,960	305 CI	26,151
					350 CI	581
Camaro	....	....	250 CI	21,913	305 CI	138,197
					350 CI	122,461
Malibu	....	....	231 CI	149,020	267 CI	157,596
					305 CI	101,719
					350 CI	3,812
Chevrolet	....	....	250 CI	10,933	305 CI	422,260
					350 CI	155,445
Monte-Carlo	....	....	231 CI	68,124	267 CI	134,772
					305 CI	114,027
Corvette	....	....	....	....	350 CI	49,901

Total Installation by Displacement and Engine Type		
Displace.	Type	Total
AMERICAN MOTORS CORP.		
151 CI	4 Cyl	22,592
232 CI	6 Cyl	53,917
258 CI	6 Cyl	83,367
304 CI	V8	9,563
TOTAL		169,439
CHECKER MOTORS CORP.		
250 CI	6 Cyl	4,371
305 CI	V8	494
350 CI	V8	366
TOTAL		5,231
CHRYSLER MOTOR CORP.		
1.7 L	4 Cyl	258,800
225 CI	6 Cyl	298,890
318 CI	V8	270,854
360 CI	V8	143,512
TOTAL		962,056
FORD MOTOR CO.		
2.3 L	4 Cyl	580,607
2.8 L	6 Cyl	105,062
200 CI	6 Cyl	370,964
250 CI	6 Cyl	195,790
302 CI	V8	764,204
351 CI	V8	349,104
400 CI	V8	168,539
TOTAL		2,534,270
GENERAL MOTORS CORP.		
1.6 L	4 Cyl	369,109
151 CI	4 Cyl	140,900
196 CI	6 Cyl	77,796
231 CI	6 Cyl	803,291
250 CI	6 Cyl	103,815
260 CI	V8	342,303
267 CI	V8	292,368
301 CI	V8	788,407
305 CI	V8	978,538
350 CI	V8	923,017
400 CI	V8	8,693
403 CI	V8	182,607
425 CI	V8	351,676
TOTAL		5,362,520

U.S. PASSENGER CARS

1979 Model Year U.S. Engine Installation by Displacement, Make and Model

MAKE AND MODEL	4 Cyl. Displacement	Total Installed	6 Cyl. Displacement	Total Installed	V8 Displacement	Total Installed	Total Installation by Displacement and Engine Type: Displace.	Type	Total
GENERAL MOTORS CORP. (cont.)									
Pontiac Div.									
Sunbird	151 CI	61,525	231 CI	35,259	305 CI	986			
Phoenix	....	....	231 CI	14,613	305 CI	10,040			
					350 CI	247			
Firebird	....	....	231 CI	12,604	301 CI	82,444			
					305 CI	4,120			
					350 CI	1,089			
					400 CI	8,693			
					403 CI	102,504			
LeMans	....	....	231 CI	65,913	301 CI	66,519			
					305 CI	4,386			
					350 CI	120			
Pontiac	....	....	231 CI	2,938	301 CI	166,763			
					350 CI	55,278			
					403 CI	1,321			
Grand Prix	....	....	231 CI	44,443	301 CI	155,680			
					305 CI	9,929			
Oldsmobile									
Starfire	151 CI	5,294	231 CI	1,653	305 CI	13,352			
Omega	....	....	231 CI	11,232	305 CI	3,374			
					350 CI	205			
Cutlass	....	....	231 CI	121,177	260 CI	328,925			
					305 CI	103,293			
					350 CI	10,356			
Oldsmobile	....	....	231 CI	2,850	260 CI	13,378			
					301 CI	118,511			
					350 CI	254,365			
					403 CI	30,134			
Toronado	....	....	....	....	350 CI	50,056			
Buick Div.									
Skyhawk	....	....	231 CI	23,139	....	....			
Skylark	....	....	231 CI	23,508	305 CI	5,704			
					350 CI	4444			
Century/Regal	....	....	196 CI	3,900	301 CI	122,145			
			231 CI	190,242	305 CI	12,820			
					350 CI	95			
LeSabre	....	....	231 CI	18,433	301 CI	76,345			
					350 CI	68,134			
					403 CI	9,184			
Electra	....	....	....	....	350 CI	82,167			
					403 CI	39,464			
Riviera	....	....	231 CI	10,467	350 CI	41,714			
Cadillac Div.									
Cadillac	....	....	....	....	350 CI	7,640			
					425 CI	249,660			
Eldorado	....	....	....	....	350 CI	8,176			
					425 CI	59,260			
Seville	....	....	....	....	350 CI	10,731			
					425 CI	42,756			

Factory Installation of Optional Equipment 1979-1976

Compiled from data secured directly from manufacturers

Equipment	1979 MODELS Units	1979 MODELS % of Total	1978 MODELS Units	1978 MODELS % of Total	1977 MODELS Units	1977 MODELS % of Total	1976 MODELS Units	1976 MODELS % of Total
Automatic Transmission	8,209,034	90.88	8,604,900	93.08	9,021,814	95.24	7,671,110	91.37
Manual Transmission, 3-speed	9,612	11	31,968	35	66,367	70	168,353	2.00
Manual Transmission, w/O.D. unit	2,871	.03	12,214	13		.00	6,616	.08
Manual Transmission, 4-speed	783,638	8.68	552,893	5.98	370,714	3.91	489,200	5.83
Manual Transmission, 5-speed	11,467	13	12,667	14	13,597	15	60,449	.72
V-8 Engines	5,568,969	61.65	6,078,596	65.75	7,199,709	76.01	5,762,538	68.64
6-Cylinder Engines	2,087,263	23.11	2,221,229	24.03	1,676,288	17.70	1,769,961	21.08
4-Cylinder Engines	1,372,008	15.19	944,953	10.22	596,495	6.29	863,228	10.28
Power Brakes	7,722,492	85.49	8,128,981	87.93	8,526,137	90.01	6,762,475	80.55
Power Steering	8,202,955	90.81	8,559,176	92.58	9,009,610	95.11	7,538,431	89.79
Power Windows	2,660,493	29.45	2,816,642	30.47	2,771,198	29.26	2,038,497	24.28
Power Seats	1,845,041	20.43	1,824,156	19.73	2,007,193	21.19	1,384,996	16.50
Air Conditioning	7,314,157	80.97	7,463,702	80.73	7,747,509	81.79	6,342,444	75.54
Tinted Glass	8,000,221	88.57	7,924,413	85.72	8,216,693	86.74	6,787,503	80.85
Locking Differential	469,172	5.19	441,584	4.78	456,914	4.82	358,643	4.27
Moveable Steering Column	3,847,280	42.59	3,636,326	39.33	3,747,538	39.56	2,661,354	31.70
Disc Brakes	9,032,884	100.00	9,207,971	99.60	9,408,011	99.32	8,118,288	96.70
Radio, AM only	2,769,183	30.66	3,036,887[1]	32.85	3,287,972[1]	34.71	6,884,039[1]	82.00
Radio, Except AM	4,730,632	52.37	4,302,047[2]	46.53	4,444,019[2]	46.92	1,042,846[2]	12.42
Speed Warning Device	108,237	1.20	114,297	1.24	125,765	1.33	202,242	2.41
Speed Control Device	3,463,409	38.34	3,217,839	34.81	3,405,416	35.95	2,212,384	26.35
Vinyl Top	3,354,386	37.14	3,836,309	41.50	4,506,219	47.57	3,897,078	46.42

[1] —All Radios except those w/tape deck

[2] —Tape Player and/or Radio-Tape Combination

1980 U.S. PASSENGER CARS

49 STATES & HIGH ALTITUDE

STANDARD ENGINES—RATINGS and PERFORMANCE

PASSENGER CARS MAKE AND MODEL		Type No. of Cylinders and Valve Arrangement	Bore and Stroke In/Mm	Displacement In³/Cm³	Compression Ratio (Nominal)	Net Brake Horsepower at R.P.M. B.H.P./K.W.	Net Torque at R.P.M. Ft. lbs./N.M.	Net Horsepower per Cubic Displacement BHP/IN³ / K.W./Cm³	Cylinder Head Combustion Chamber Volume Cm³	Head Gasket Volume Cm³	Deck Clearance Minimum In/mm	Minimum Combustion Chamber Volume Cm³	No. of Carburetor Barrels
AMERICAN MOTORS CORP.													
Spirit, Concord	U.S.A.	IL-4-OHC	4.00x3.00	151	8.3	NA	NA	NA	52.27	21.79	.014Be	81.77	2Bbl
	Metric	IL-4-OHC	101.60x76.20	2474 (2.5L)	8.3	NA	NA	NA	52.27	21.79	.356Be	81.77	2Bbl
AMX, Pacer, Eagle	U.S.A.	IL-6-OHV	3.75x3.90	258	8.3	NA	NA	NA	69.34 ± 1.50	4.42	[illegible]	92.42	2Bbl
	Metric	IL-6-OHV	95.25x99.06	4228 (4.23L)	8.3	NA	NA	NA	69.34 ± 1.50	4.42	.096Be	92.42	2Bbl
CHECKER MOTORS CORP.													
All Models	U.S.A.	90 -V6-OHV	3.74x3.48	229	8.6	115@4000	175@2000	.502	58.90	3.98	.025Be	56.70	2Bbl
	Metric	90 -V6-OHV	95.00x88.40	3753 (3.8L)	8.6	86@4000	237@2000	.023	58.90	3.98	.640Be	56.70	2Bbl
CHRYSLER CORP.													
Plymouth.....Horizon	U.S.A.	IL-4-OHC	3.13x3.40	104.7	8.2	65@5200	85@2400	.619	24.80 ± 1.50	9.32	.090Be	37.56	2Bbl
	Metric	IL-4-OHC	79.50x86.40	1716 (1.7L)	8.2	48@5200	115@2400	.028	24.80 ± 1.50	9.32	2.30Be	37.56	2Bbl
Volare, Gran Fury	U.S.A.	IL-6-OHV	3.40x4.12	225	8.4	90@3600	160@1600	.400	57.00-60.00	3.49-3.85	.150Be	82.97	1Bbl
	Metric	IL-6-OHV	86.40x104.60	3680 (3.7L)	8.4	67@3600	217@1600	.018	57.00-60.00	3.49-3.85	3.810Be	82.97	1Bbl
Dodge.....Omni	U.S.A.	IL-4-OHC	3.13x3.40	104.7	8.2	65@5200	85@2400	.619	24.80 ± 1.50	9.32	.090Be	37.56	2Bbl
	Metric	IL-4-OHC	79.50x86.40	1716 (1.7L)	8.2	48@5200	115@2400	.028	24.80 ± 1.50	9.32	2.300Be	37.56	2Bbl
Aspen, Diplomat, Mirada, St. Regis	U.S.A.	IL-6-OHV	3.40x4.12	225	8.4	90@3600	160@1600	.400	57.00-60.00	3.49-3.85	.150Be	82.97	1Bbl
	Metric	IL-6-OHV	86.40x104.60	3680 (3.7L)	8.4	67@3600	217@1600	.018	57.00-60.00	3.49-3.85	3.810Be	82.97	1Bbl
Chrysler.....Newport, LeBaron, Cordoba	U.S.A.	IL-6-OHV	3.40x4.12	225	8.4	90@3600	160@1600	.400	57.00-60.00	3.49-3.85	.150Be	82.97	1Bbl
	Metric	IL-6-OHV	86.40x104.60	3680 (3.7L)	8.4	67@3600	217@1600	.018	57.00-60.00	3.49-3.85	3.810Be	82.97	1Bbl
New Yorker, Chrysler 300	U.S.A.	90 -V8-OHV	3.91x3.31	318	8.5	120@3600	245@1600	.377	65.60-69.60	6.56-7.24	.066Be	98.42	2Bbl
	Metric	90 -V8-OHV	99.30x84.10	5210 (5.2L)	8.5	89@3600	332@1600	.017	65.60-69.60	6.56-7.24	1.680Be	98.42	2Bbl
Chrysler 300	U.S.A.	90 -V8-OHV	4.00x3.58	360	8.0	185@4000	275@2000	.514	68.40-72.40	6.86-7.57	.072Be	98.42	4Bbl
	Metric	90 -V8-OHV	101.60x90.90	5896 (5.9L)	8.0	138@4000	373@2000	.023	68.40-72.40	6.86-7.57	1.830Be	98.42	4Bbl
FORD MOTOR CO.													
Ford.....Pinto, Fairmont, Mustang	U.S.A.	IL-4-OHC	3.78x3.13	140	9.0	88@4600	119@2600	.629	61.30	8.90	.007Be	76.90	2Bbl
	Metric	IL-4-OHC	96.04x79.40	2301 (2.3L)	9.0	66@4600	161@2600	.029	61.30	8.90	.178Be	76.90	2Bbl
Granada	U.S.A.	IL-6-OHV	3.68x3.91	250	8.6	90@3200	194@1660	.360	57.25-60.25	2.76	.106Be	82.30	1Bbl
	Metric	IL-6-OHV	93.47x99.31	4100 (4.1L)	8.6	67@3200	263@1660	.016	57.25-60.25	2.76	2.690Be	82.30	1Bbl
LTD	U.S.A.	90 -V8-OHV	4.00x3.00	302	8.4	130@3600	230@1600	.430	67.50-70.50	10.07	.0005Be	78.88	2Bbl
	Metric	90 -V8-OHV	101.60x76.20	4950 (5.0L)	8.4	97@3600	312@1600	.020	67.50-70.50	10.07	.0130Be	78.88	2Bbl
Thunderbird	U.S.A.	90 -V8-OHV	3.68x3.00	255	8.8	115@3800	191@2000	.451	53.50-56.50	10.10	.0005Be	64.20	2Bbl
	Metric	90 -V8-OHV	93.50x76.20	4200 (4.2L)	8.8	86@3800	259@2000	.020	53.50-56.50	10.10	.0130Be	64.20	2Bbl
Mercury.....Bobcat, Zephyr, Capri	U.S.A.	IL-4-OHC	3.78x3.13	140	9.0	88@4600	119@2600	.629	61.30	8.90	.007Be	76.90	2Bbl
	Metric	IL-4-OHC	96.04x79.40	2301 (2.3L)	9.0	66@4600	161@2600	.029	61.30	8.90	.178Be	76.90	2Bbl
Monarch	U.S.A.	IL-6-OHV	3.68x3.91	250	8.6	90@3200	194@1660	.360	57.25-60.25	2.76	.106Be	82.30	1Bbl
	Metric	IL-6-OHV	93.47x99.31	4100 (4.1L)	8.6	67@3200	263@1660	.016	57.25-60.25	2.76	2.690Be	82.30	1Bbl
Cougar XR-7	U.S.A.	90 -V8-OHV	3.68x3.00	255	8.8	115@3800	191@2000	.451	53.50-56.50	10.10	.0005Be	64.20	2Bbl
	Metric	90 -V8-OHV	93.50x76.20	4200 (4.2L)	8.8	86@3800	259@2000	.020	53.50-56.50	10.10	.0130Be	64.20	2Bbl
Mercury	U.S.A.	90 -V8-OHV	4.00x3.00	302	8.4	130@3600	230@1600	.430	67.50-70.50	10.07	.0005Be	78.88	2Bbl
	Metric	90 -V8-OHV	101.60x76.20	4950 (5.0L)	8.4	97@3600	312@1600	.020	67.50-70.50	10.07	.0130Be	78.88	2Bbl
Lincoln.....Lincoln, Mark VI	U.S.A.	90 -V8-OHV	4.00x3.00	302	8.4	129@3600	231@2000	.427	67.50-70.50	10.07	.0005Be	78.90	EFI
	Metric	90 -V8-OHV	101.60x76.20	4950 (5.0L)	8.4	96@3600	313@2000	.019	67.50-70.50	10.07	.0130Be	78.90	EFI
Versailles	U.S.A.	90 -V8-OHV	4.00x3.00	302	8.4	131@3600	231@1400	.434	67.50-70.50	10.10	.0005Be	78.90	2Bbl
	Metric	90 -V8-OHV	101.60x76.20	4950 (5.0L)	8.4	98@3600	313@1400	.020	67.50-70.50	10.10	.0130Be	78.90	2Bbl
GENERAL MOTORS CORP.													
Chevrolet.....Chevette	U.S.A.	IL-4-OHC	3.23x2.98	98	8.6	70@5200	82@2400	.714	43.60	4.80	0	42.70	2Bbl
	Metric	IL-4-OHC	82.00x75.70	1605 (1.6L)	8.6	52@5200	111@2400	.032	43.60	4.80	0	42.70	2Bbl
Monza	U.S.A.	IL-4-OHV	4.00x3.00	151	8.2	86@4000	128@2400	.570	52.25	8.13	.014Be .016Ab	81.79	2Bbl
	Metric	IL-4-OHV	101.60x76.20	2475 (2.5L)	8.2	64@4000	174@2400	.026	52.25	8.13	.356Be .406Ab	81.79	2Bbl
Citation	U.S.A.	IL-4-OHV	4.00x3.00	151	8.2	90@4000	134@2400	.596	52.25	8.13	.015Be .016Ab	88.85	2Bbl
	Metric	IL-4-OHV	101.60x76.20	2475 (2.5L)	8.2	67@4000	182@2400	.027	52.25	8.13	.379Be .398Ab	88.85	2Bbl
Camaro, Malibu,	U.S.A.	90 -V6-OHV	3.74x3.48	229	8.6	115@4000	175@2000	.502	58.90	3.98	.025Be	56.70	2Bbl
Chevrolet, Monte Carlo	Metric	90 -V6-OHV	94.89x88.40	3752 (3.8L)	8.6	86@4000	237@2000	.023	58.90	3.98	.640Be	56.70	2Bbl
Camaro, Corvette	U.S.A.	90 -V8-OHV	4.00x3.48	350	8.2	190@4200	280@2400	.543	75.47	4.60	.025Be	73.27	4Bbl
	Metric	90 -V8-OHV	101.60x88.40	5736 (5.7L)	8.2	142@4200	380@2400	.025	75.47	4.60	.640Be	73.27	4Bbl
Pontiac.....Sunbird	U.S.A.	IL-4-OHV	4.00x3.00	151	8.2	86@4000	128@2400	570	52.25	8.13	.014Be .016Ab	81.79	2Bbl
	Metric	IL-4-OHV	101.60x76.20	2475 (2.5L)	8.2	64@4000	174@2400	.026	52.25	8.13	.014Be .016Ab	81.79	2Bbl
Phoenix	U.S.A.	IL-4-OHV	4.00x3.00	151	8.2	90@4000	134@2400	.596	52.25	8.13	.014Be .016Ab	81.79	2Bbl
	Metric	IL-4-OHV	101.60x76.20	2475 (2.5L)	8.2	67@4000	182@2400	.027	52.25	8.13	.014Be .016Ab	81.79	2Bbl

1980 U.S. PASSENGER CARS
49 STATES & HIGH ALTITUDE
STANDARD ENGINES—RATINGS and PERFORMANCE

PASSENGER CARS MAKE AND MODEL		Type No. of Cylinders and Valve Arrangement	Bore and Stroke In/Mm	Displacement In³/Cm³	Compression Ratio (Nominal)	Net Brake Horsepower at R.P.M. B.H.P./K.W.	Net Torque at R.P.M. Ft. lbs./N.M.	Net Horsepower per Cubic Displacement BHP/IN³ / K.W./Cm³	Cylinder Head Combustion Chamber Volume Cm³	Head Gasket Volume Cm³	Deck Clearance Minimum In/mm	Minimum Combustion Chamber Volume Cm³	No. of Carburetor Barrels
Pontiac—continued													
Firebird, LeMans,	U.S.A.	90°-V6-OHV	3.80x3.40	231	8.0	110@3800	190@1600	.476	48.19	3.93	.075Be	87.65	2Bbl
Catalina, Bonneville, Grand Prix	Metric	90°-V6-OHV	96.52x86.36	3785 (3.8L)	8.0	86@3800	255@1600	.023	48.19	3.93	1.91Be	87.65	2Bbl
Bonneville Brougham	U.S.A.	90°-V8-OHV	3.75x3.00	265	8.3	120@3600	210@1600	.453	63.20	8.93	.673Be .469Ab	71.49	2Bbl
	Metric	90°-V8-OHV	95.25x76.20	4300 (4.3L)	8.3	90@3600	285@1600	.021	63.20	8.93	.673Be .469Ab	71.49	2Bbl
Formula	U.S.A.	90°-V8-OHV	4.00x3.00	301	8.1	140@4000	240@1800	.465	70.99	10.09	.673Be .469Ab	83.50	4Bbl
	Metric	90°-V8-OHV	101.60x76.20	4900 (4.9L)	8.1	105@4000	326@1800	.021	70.99	10.09	.673Be .469Ab	83.50	4Bbl
Trans AM, LeMans, Grand Prix	U.S.A.	90°-V8-OHV	4.00x3.00	301	8.1	155@4400	240@2200	.515	70.99	10.09	.673Be .469Ab	83.50	4Bbl
	Metric	90°-V8-OHV	101.60x76.20	4900 (4.9L)	8.1	116@4400	326@2200	.024	70.99	10.09	.673Be .469Ab	83.50	4Bbl
Grand Prix SJ	U.S.A.	90°-V8-OHV	3.74x3.48	305	8.4	150@3800	230@2400	.492	58.90	3.98	.025Be	56.70	4Bbl
	Metric	90°-V8-OHV	95.00x88.40	4998 (5.0L)	8.4	112@3800	312@2400	.022	58.90	3.98	.640Be	56.70	4Bbl
Oldsmobile Starfire	U.S.A.	IL-4-OHV	4.00x3.00	151	8.2	86@4000	128@2400	.570	52.25	8.13	.014Be .016Ab	81.79	2Bbl
	Metric	IL-4-OHV	101.60x76.20	2475 (2.5L)	8.2	64@4000	174@2400	.026	52.25	8.13	.014Be .016Ab	81.79	2Bbl
Omega	U.S.A.	IL-4-OHV	4.00x3.00	151	8.2	90@4000	134@2400	.596	52.25	8.13	.014Be .016Ab	88.85	2Bbl
	Metric	IL-4-OHV	101.60x76.20	2475 (2.5L)	8.2	67@4000	182@2400	.027	52.25	8.13	.014Be .016Ab	88.85	2Bbl
Cutlass, 88	U.S.A.	90°-V6-OHV	3.80x3.40	231	8.0	110@3800	190@1600	.476	48.19	3.93	.075Be	87.65	2Bbl
	Metric	90°-V6-OHV	96.52x86.36	3785 (3.8L)	8.0	86@3800	255@1600	.023	48.19	3.93	1.910Be	87.65	2Bbl
98, Toronado	U.S.A.	90°-V8-OHV	3.80x3.39	307	8.0	150@3600	245@1600	.489	72.85	9.12	.0130Be	98.63	4Bbl
	Metric	90°-V8-OHV	96.50x85.98	5030 (5.0L)	8.0	117@3600	329@1600	.023	72.85	9.12	.3300Be	98.63	4Bbl
Buick Skylark	U.S.A.	IL-4-OHV	4.00x3.00	151	8.2	90@4000	134@2400	.596	52.25	8.13	.014Be .016Ab	88.85	2Bbl
	Metric	IL-4-OHV	101.60x76.20	2475 (2.5L)	8.2	67@4000	182@2400	.027	52.25	8.13	.014Be .016Ab	88.85	2Bbl
Skyhawk, Century-Regal, LeSabre	U.S.A.	90°-V6-OHV	3.80x3.40	231	8.0	110@3800	190@1600	.476	48.19	3.93	.075Be	87.65	2Bbl
	Metric	90°-V6-OHV	96.52x86.36	3785 (3.8L)	8.0	86@3800	255@1600	.023	48.19	3.93	1.910Be	87.65	2Bbl
Regal Spt. Cp., LeSabre Spt. Cp.	U.S.A.	90°-V6-OHV	3.80x3.40	231 Turbo	8.0	170@4000	265@2400	.736	48.19	3.93	.075Be	87.65	4Bbl
	Metric	90°-V6-OHV	96.52x86.36	3785 (3.8L)	8.0	127@4000	359@2400	.034	48.19	3.93	1.910Be	87.65	4Bbl
Electra	U.S.A.	90°-V6-OHV	3.97x3.40	250	8.0	125@4000	205@2000	.500	48.19	9.68	.050Be	95.55	4Bbl
	Metric	[illegible]-V6-OHV	100.71x86.36	4070 (4.1L)	8.0	93@4000	278@2000	.023	48.19	9.68	1.270Be	95.55	4Bbl
LeSabre Estate, Electra Estate	U.S.A.	90°-V8-OHV	4.00x3.00	301	8.2	140@4000	240@1800	.465	70.99	10.99	.673Be .469Ab	83.50	4Bbl
	Metric	90°-V8-OHV	101.60x76.20	4900 (4.9L)	8.2	105@4000	326@1800	.021	70.99	10.99	.673Be .469Ab	83.50	4Bbl
Riviera	U.S.A.	90°-V8-OHV	4.06x3.39	350	8.0	160@3600	270@1600	.457	21.48	10.17	.018Ab	33.41	4Bbl
	Metric	90°-V8-OHV	103.05x85.98	5735 (5.7L)	8.0	120@3600	367@1600	.021	21.48	10.17	.460Ab	33.41	4Bbl
Cadillac Brougham, DeVille, Fleetwood	U.S.A.	90°-V8-OHV	4.06x3.80	368	8.2	150@3800	265@1600	.408	95.29	7.61	.0043ab	100.88	4Bbl
	Metric	90°-V8-OHV	103.05x96.52	6030 (6.0L)	8.2	112@3800	359@1600	.019	95.29	7.61	.1090ab	100.88	4Bbl
Eldorado	U.S.A.	90°-V8-OHV	4.06x3.80	368	8.2	145@3600	270@2000	.394	95.29	7.61	.0043Ab	100.88	EFI
	Metric	90°-V8-OHV	103.05x96.52	6030 (6.0L)	8.2	108@3600	366@2000	.018	95.29	7.61	.1090Ab	100.88	EFI
Seville	U.S.A.	90°-V8-OHV	4.06x3.39	350 Diesel	22.5	105@3200	205@1600	.300	21.48	10.17	.018Ab	33.41	EFI
	Metric	90°-V8-OHV	103.05x85.98	5735 (5.7L)	22.5	78@3200	273@1600	.014	21.48	10.17	.460Ab	33.41	EFI

ABBREVIATIONS

Ab—Above
Bbl—Barrels
Be—Below

EFI—Electronic Fuel Injection
IL—In Line
L—Liters

OHC—Overhead Cam
OHV—Overhead Valve
V—Vee type Engine

1980 U.S. PASSENGER CARS
49 STATES & HIGH ALTITUDE
OPTIONAL ENGINES—RATINGS and PERFORMANCE

PASSENGER CARS MAKE AND MODEL		Type No. of Cylinders and Valve Arrangement	Bore and Stroke In/Mm	Displacement In³/Cm³	Compression Ratio (Nominal)	Net Brake Horsepower at R.P.M. B.H.P./K.W.	Net Torque at R.P.M. Ft. lbs./N.M.	Net Horsepower per Cubic Displacement BHP/IN³ K.W/Cm³	Cylinder Head Combustion Chamber Volume Cm³	Head Gasket Volume Cm³	Deck Clearance Minimum In/mm	Minimum Combustion Chamber Volume Cm³	No. of Carburetor Barrels
AMERICAN MOTORS CORP.													
Spirit, Concord	U.S.A.	IL-6-OHV	3.75x3.90	258	8.3	NA	NA	NA	69.34 ± 1.50	4.42	.0038Be	92.42	2Bbl
	Metric	IL-6-OHV	95.25x99.06	4228 (4.23L)	8.3	NA	NA	NA	69.34 ± 1.50	4.42	.0968e	92.42	2Bbl
CHECKER MOTORS CORP.													
All Models	U.S.A.	90 -V8-OHV	3.50x3.48	267	8.3	120@3600	215@2000	.449	51.80	3.61	.025Be	49.60	2Bbl
	Metric	90 -V8-OHV	88.90x88.40	4375 (4.4L)	8.3	89@3600	291@2000	.020	51.80	3.61	.640Be	49.60	2Bbl
All Models	U.S.A.	90 -V8-OHV	3.74x3.48	305	8.6	155@4000	230@2400	.508	58.90	3.98	.025Be	56.70	4Bbl
	Metric	90 -V8-OHV	95.00x88.40	4998 (5.0L)	8.6	116@4000	312@2400	.023	58.90	3.98	.640Be	56.70	4Bbl
All Models	U.S.A.	90 -V8-OHV	4.06x3.39	350 Diesel	22.5	125@3600	225@1600	.357	21.48	10.17	.018Ab	33.41	EFI
	Metric	90 -V8-OHV	103.85x85.98	5735 (5.7L)	22.5	93@3600	305@1600	.016	21.48	10.17	.460Ab	33.41	EFI
CHRYSLER													
Plymouth........Volare, Gran Fury	U.S.A.	90 -V8-OHV	3.91x3.31	318	8.5	120@3600	245@1600	.377	65.60-69.60	6.56-7.24	.066Be	98.42	2Bbl
	Metric	90 -V8-OHV	99.30x84.10	5210 (5.2L)	8.5	89@3600	332@1600	.017	65.60-69.60	6.56-7.24	1.680Be	98.42	2Bbl
Volare, Gran Fury (Hi-Alt)	U.S.A.	90 -V8-OHV	3.71x3.31	318	8.5	155@4000	240@2000	.487	65.60-69.60	6.56-7.24	.066Be	98.42	4Bbl
	Metric	90 -V8-OHV	99.30x84.10	5210 (5.2L)	8.5	115@4000	325@2000	.022	65.60-69.60	6.56-7.24	1.680Be	98.42	4Bbl
Gran Fury	U.S.A.	90 -V8-OHV	4.00x3.58	360	8.4	130@3200	255@2000	.361	68.40-72.40	6.86-7.57	.072Be	98.42	2Bbl
	Metric	90 -V8-OHV	101.60x90.90	5896 (5.9L)	8.4	97@3200	345@2000	.016	68.40-72.40	6.86-7.57	1.830Be	98.42	2Bbl
Dodge........Aspen, Diplomat,	U.S.A.	90 -V8-OHV	3.91x3.31	318	8.5	120@3600	245@1600	.377	65.60-69.60	6.56-7.24	.066Be	98.42	2Bbl
Mirada, St. Regis	Metric	90 -V8-OHV	99.30x84.10	5210 (5.2L)	8.5	89@3600	332@1600	.017	65.60-69.60	6.56-7.24	1.680Be	98.42	2Bbl
Aspen, Diplomat,	U.S.A.	90 -V8-OHV	3.91x3.31	318	8.5	155@4000	240@2000	.487	65.60-69.60	6.56-7.24	.066Be	98.42	2Bbl
Mirada, St. Regis (Hi-Alt)	Metric	90 -V8-OHV	99.30x84.40	5210 (5.2L)	8.5	115@4000	325@2000	.022	65.60-69.60	6.56-7.24	1.680Be	98.42	2Bbl
Mirada	U.S.A.	90 -V8-OHV	4.00x3.58	360	8.0	185@4000	275@2000	.514	68.40-72.40	6.86-7.57	.072Be	98.42	4Bbl
	Metric	90 -V8-OHV	101.60x90.90	5896 (5.9L)	8.0	138@4000	373@2000	.023	68.40-72.40	6.86-7.57	1.830Be	98.42	4Bbl
St. Regis	U.S.A.	90 -V8-OHV	4.00x3.58	360	8.4	130@3200	255@2000	.361	68.40-72.40	6.86-7.57	.072Be	98.42	2Bbl
	Metric	90 -V8-OHV	101.60x90.90	5896 (5.9L)	8.4	97@3200	345@2000	.016	68.40-72.40	6.86-7.57	1.830Be	98.42	2Bbl
Chrysler........Newport, LeBaron, Cordoba	U.S.A.	90 -V8-OHV	3.91x3.31	318	8.5	120@3600	245@1600	.377	65.60-69.60	6.56-7.24	.066Be	98.42	2Bbl
	Metric	90 -V8-OHV	99.30x84.10	5210 (5.2L)	8.5	89@3600	332@1600	.017	65.60-69.60	6.56-7.24	1.680Be	98.42	2Bbl
Newport, New Yorker, LeBaron,	U.S.A.	90 -V8-OHV	3.91x3.31	318	8.5	155@4000	240@2000	.487	65.60-69.60	6.56-7.24	.066Be	98.42	2Bbl
Chrysler 300, Cordoba (Hi-Alt)	Metric	90 -V8-OHV	99.30x84.40	5210 (5.2L)	8.5	115@4000	325@2000	.022	65.60-69.60	6.56-7.24	1.680Be	98.42	2Bbl
Newport, New Yorker	U.S.A.	90 -V8-OHV	4.00x3.58	360	8.4	130@3200	255@2000	.361	68.40-72.40	6.86-7.57	.072Be	98.42	2Bbl
	Metric	90 -V8-OHV	101.60x90.90	5896 (5.9L)	8.4	97@3200	345@2000	.016	68.40-72.40	6.86-7.57	1.830Be	98.42	2Bbl
FORD MOTOR CO.													
Ford........Fairmont, Mustang	U.S.A.	IL-4-OHC	3.78x3.13	140 Turbo	9.0	NA	NA	NA	61.30	8.90	.007Be	76.90	2Bbl
	Metric	IL-4-OHC	96.04x79.40	2301 (2.3L)	9.0	NA	NA	NA	61.30	8.90	.178Be	76.90	2Bbl
Fairmont, Mustang	U.S.A.	IL-6-OHV	3.68x3.13	200	8.6	NA	NA	NA	57.25-60.25	4.97	.0015Be	69.10	1Bbl
	Metric	IL-6-OHV	93.52x79.40	3300 (3.3L)	8.6	NA	NA	NA	57.25-60.25	4.97	.0380Be	69.10	1Bbl
Fairmont, Mustang	U.S.A.	90 -V8-OHV	3.68x3.00	255	8.8	119@3800	194@2200	.467	53.50-56.50	10.10	.0005Be	64.20	2Bbl
	Metric	90 -V8-OHV	93.52x76.20	4200 (4.2L)	8.8	89@3800	263@2200	.021	53.50-56.50	10.10	.0130Be	64.20	2Bbl
Granada	U.S.A.	90 -V8-OHV	4.00x3.00	302	8.4	134@3600	232@1600	.444	67.50-70.50	10.10	.0005Be	78.90	2Bbl
	Metric	90 -V8-OHV	101.60x76.20	4950 (5.0L)	8.4	100@3600	315@1600	.020	67.50-70.50	10.10	.0130Be	78.90	2Bbl
LTD	U.S.A.	90 -V8-OHV	4.00x3.50	351W	8.3	140@3400	265@2000	.399	67.50-70.50	10.07	.0145Be	99.24	2Bbl
	Metric	90 -V8-OHV	101.60x88.90	5753 (5.8L)	8.3	104@3400	359@2000	.018	67.50-70.50	10.07	.3680Be	99.24	2Bbl
Thunderbird	U.S.A.	90 -V8-OHV	4.00x3.50	302	8.4	131@3600	231@1600	.434	67.50-70.50	10.10	.0005Be	78.90	2Bbl
	Metric	90 -V8-OHV	101.60x76.20	4950 (5.0L)	8.4	98@3600	313@1600	.020	67.50-70.50	10.10	.0130Be	78.90	2Bbl
Mercury........Zephyr, Capri	U.S.A.	IL-4-OHC	3.78x3.13	140 Turbo	9.0	NA	NA	NA	61.30	8.90	.007Be	76.90	2Bbl
	Metric	IL-4-OHC	96.04x79.40	2301 (2.3L)	9.0	NA	NA	NA	61.30	8.90	.178Be	76.90	2Bbl
Zephyr, Capri	U.S.A.	IL-6-OHV	3.68x3.13	200	8.6	NA	NA	NA	57.25-60.25	4.97	.0015Be	69.10	1Bbl
	Metric	IL-6-OHV	93.52x79.40	3300 (3.3L)	8.6	NA	NA	NA	57.25-60.25	4.97	.0380Be	69.10	1Bbl
Zephyr, Capri	U.S.A.	90 -V8-OHV	3.68x3.00	255	8.8	119@3800	194@2200	.467	53.50-56.50	10.10	.0005Be	64.20	2Bbl
	Metric	90 -V8-OHV	93.52x76.20	4200 (4.2L)	8.8	89@3800	263@2200	.021	53.50-56.50	10.10	.0130Be	64.20	2Bbl
Monarch	U.S.A.	90 -V8-OHV	4.00x3.00	302	8.4	134@3600	232@1600	.444	67.50-70.50	10.10	.0005Be	78.90	2Bbl
	Metric	90 -V8-OHV	101.60x76.20	4950 (5.0L)	8.4	100@3600	315@1600	.020	67.50-70.50	10.10	.0130Be	78.90	2Bbl
Cougar XR-7	U.S.A.	90 -V8-OHV	4.00x3.50	302	8.4	131@3600	231@1600	.434	67.50-70.50	10.10	.0005Be	78.90	2Bbl
	Metric	90 -V8-OHV	101.60x76.20	4950 (5.0L)	8.4	98@3600	313@1600	.020	67.50-70.50	10.10	.0130Be	78.90	2Bbl
Mercury	U.S.A.	90 -V8-OHV	4.00x3.50	351W	8.3	140@3400	265@2000	.399	67.50-70.50	10.07	.0145Be	99.24	2Bbl
	Metric	90 -V8-OHV	101.60x88.90	5753 (5.8L)	8.3	104@3400	359@2000	.018	67.50-70.50	10.07	.3680Be	99.24	2Bbl
Lincoln........Lincoln, Mark VI	U.S.A.	90 -V8-OHV	4.00x3.50	351W	8.3	140@3400	265@2000	.399	67.50-70.50	10.07	.0145Be	99.24	2Bbl
	Metric	90 -V8-OHV	101.60x88.90	5753 (5.8L)	8.3	104@3400	359@2000	.018	67.50-70.50	10.07	.3680Be	99.24	2Bbl
GENERAL MOTORS CORP.													
Chevrolet........Citation	U.S.A.	60 -V6-OHV	3.50x3.00	173	8.5	115@4800	145@2400	.665	62.86	6.75	.025Be	50.63	2Bbl
	Metric	60 -V6-OHV	89.00x76.00	2837 (2.8L)	8.5	86@4800	197@2400	.030	62.86	6.75	.640Be	50.63	2Bbl
Monza	U.S.A.	90 -V6-OHV	3.80x3.40	231	8.0	110@3800	190@1600	.476	48.20	3.93	.075Be	87.65	2Bbl
	Metric	90 -V6-OHV	96.52x86.36	3785 (3.8L)	8.0	80@3800	257@1600	.021	48.20	3.93	1.91Be	87.65	2Bbl
Monte Carlo	U.S.A.	90 -V6-OHV	3.80x3.40	231 Turbo	8.0	170@4000	265@2400	.736	48.19	3.93	.075Be	87.65	4Bbl
	Metric	90 -V6-OHV	96.52x86.36	3785 (3.8L)	8.0	127@4000	359@2400	.034	48.19	3.93	1.910Be	87.65	4Bbl
Camaro, Malibu,	U.S.A.	90 -V8-OHV	3.50x3.48	267	8.3	120@3600	215@2000	.449	51.80	3.61	.025Be	49.60	2Bbl
Chevrolet, Monte Carlo	Metric	90 -V8-OHV	88.90x88.40	4375 (4.4L)	8.3	89@3600	291@2000	.020	51.80	3.61	.640Be	49.60	2Bbl
Camaro, Malibu,	U.S.A.	90 -V8-OHV	3.74x3.48	305	8.6	155@4000	240@1600	.508	58.90	3.98	.025Be	56.70	4Bbl
Chevrolet, Monte Carlo	Metric	90 -V8-OHV	95.00x88.40	4998 (5.0L)	8.6	116@4000	325@1600	.023	58.90	3.98	.640Be	56.70	4Bbl
Chevrolet Sta. Wagon	U.S.A.	90 -V8-OHV	4.06x3.39	350 Diesel	22.5	105@3200	205@1600	.300	21.48	10.17	.018Ab	33.41	EFI
	Metric	90 -V8-OHV	103.85x85.98	5735 (5.7L)	22.5	78@3200	278@1600	.014	21.48	10.17	.460Ab	33.41	EFI
Corvette	U.S.A.	90 -V8-OHV	4.00x3.48	350	9.0	230@5200	275@3600	.657	75.47	4.60	.025Be	73.27	4Bbl
	Metric	90 -V8-OHV	101.60x88.40	5735 (5.7L)	9.0	172@5200	374@3600	.030	75.47	4.60	.640Be	73.27	4Bbl

1980 U.S. PASSENGER CARS

49 STATES & HIGH ALTITUDE

OPTIONAL ENGINES—RATINGS and PERFORMANCE

PASSENGER CARS MAKE AND MODEL		Type No of Cylinders and Valve Arrangement	Bore and Stroke In/Mm	Displacement In^3/Cm^3	Compression Ratio (Nominal)	Net Brake Horsepower at R.P.M. B.H.P./K.W.	Net Torque at R.P.M. Ft. lbs./N.M.	Net Horsepower per Cubic Displacement BHP/IN^3 / K.W/Cm^3	Cylinder Head Combustion Chamber Volume Cm^3	Head Gasket Volume Cm^3	Deck Clearance Minimum In/mm	Minimum Combustion Chamber Volume Cm^3	No. of Carburetor Barrels
GENERAL MOTORS continued													
Pontiac ... Phoenix	U.S.A.	60°-V6-OHV	3.50x3.00	173	8.5	115@4800	150@2000	.665	62.86	6.75	.025Be	50.63	2Bbl
	Metric	60°-V6-OHV	89.00x76.00	2837 (2.8L)	8.5	86@4800	203@2000	.030	62.86	6.75	.640Be	50.63	2Bbl
Sunbird	U.S.A.	90°-V6-OHV	3.80x3.40	231	8.0	115@3800	188@2000	.498	48.19	3.93	.075Be	87.65	2Bbl
	Metric	90°-V6-OHV	96.52x86.36	3785 (3.8L)	8.0	86@3800	255@2000	.023	48.19	3.93	1.91Be	87.65	2Bbl
Grand Prix	U.S.A.	90°-V6-OHV	3.80x3.40	231 Turbo	8.0	170@4000	265@2400	.736	48.19	3.93	.075Be	87.65	4Bbl
	Metric	90°-V6-OHV	96.52x86.36	3785 (3.8L)	8.0	127@4000	359@2400	.034	48.19	3.93	1.910Be	87.65	4Bbl
Firebird, LeMans, Catalina,	U.S.A.	90°-V8-OHV	3.75x3.00	265	8.3	120@3600	210@1600	.453	63.20	8.93	.673Be .469Ab	71.49	2Bbl
Bonneville, Grand Prix	Metric	90°-V8-OHV	95.25x76.20	4300 (4.3L)	8.3	90@3600	285@1600	.021	63.20	8.93	.673Be .469Ab	71.49	2Bbl
Firebird, Trans AM, LeMans	U.S.A.	90°-V8-OHV	4.00x3.00	301	8.1	140@4000	240@1800	.465	70.99	10.09	.673Be .469Ab	83.50	4Bbl
Catalina, Bonneville, Grand Prix	Metric	90°-V8-OHV	101.60x76.20	4900 (4.9L)	8.1	105@4000	326@1800	.021	70.99	10.09	.673Be .469Ab	83.50	4Bbl
Formula	U.S.A.	90°-V8-OHV	4.00x3.00	301	8.1	155@4400	240@2200	.515	70.99	10.09	.673Be .469Ab	83.50	4Bbl
	Metric	90°-V8-OHV	101.60x76.20	4900 (4.9L)	8.1	116@4400	326@2200	.024	70.99	10.09	.673Be .469Ab	83.50	4Bbl
Formula, Trans AM	U.S.A.	90°-V8-OHV	4.00x3.00	301 Turbo	7.6	210@4000	345@2000	.698	70.99	10.09	.673Be .469Ab	90.87	4Bbl
	Metric	90°-V8-OHV	101.60x76.20	4900 (4.9L)	7.6	157@4000	469@2000	.032	70.99	10.09	.673Be .469Ab	90.87	4Bbl
Firebird, Trans AM,	U.S.A.	90°-V8-OHV	3.74x3.48	305	8.4	150@3800	230@2400	.492	58.90	3.98	.025Be	56.70	4Bbl
LeMans, Grand AM, Grand Prix	Metric	90°-V8-OHV	95.00x88.40	4998 (5.0L)	8.4	112@3800	312@2400	.022	58.90	3.98	.640Be	56.70	4Bbl
Catalina, Bonneville	U.S.A.	90°-V8-OHV	4.06x3.39	350	8.0	160@3600	270@2000	.457	72.85	9.12	.013Be	98.63	4Bbl
	Metric	90°-V8-OHV	103.85x85.98	5735 (5.7L)	8.0	120@3600	367@2000	.021	72.85	9.12	.330Be	98.63	4Bbl
Bonneville Brougham	U.S.A.	90°-V8-OHV	4.06x3.39	350 Diesel	22.5	105@3200	205@1600	.300	21.48	10.17	.018Ab	33.41	EFI
	Metric	90°-V8-OHV	103.85x85.98	5735 (5.7L)	22.5	78@3200	278@1600	.014	21.48	10.17	.460Ab	33.41	EFI
Oldsmobile ... Omega	U.S.A.	60°-V6-OHV	3.50x3.00	173	8.5	115@4800	145@2400	.665	62.86	6.75	.025Be	50.63	2Bbl
	Metric	60°-V6-OHV	89.00x76.00	2837 (2.8L)	8.5	86@4800	195@2400	.030	62.86	6.75	.640Be	50.63	2Bbl
Starfire	U.S.A.	90°-V6-OHV	3.80x3.40	231	8.0	110@3800	190@1600	.476	48.19	3.93	.075Be	87.67	2Bbl
	Metric	90°-V6-OHV	96.52x86.36	3785 (3.8L)	8.0	86@3800	255@1600	.023	48.19	3.93	1.910Be	87.67	2Bbl
Cutlass	U.S.A.	90°-V8-OHV	3.50x3.39	260	7.5	105@3400	195@1600	.404	54.39	6.82	.025Be	78.00	2Bbl
	Metric	90°-V8-OHV	89.00x85.98	4260 (4.3L)	7.5	78@3400	262@1600	.018	54.39	6.82	.640Be	78.00	2Bbl
Cutlass	U.S.A.	90°-V8-OHV	3.50x3.39	260 Diesel	21.7	NA	NA	NA	17.63	7.68	.018Ab	25.33	EFI
	Metric	90°-V8-OHV	95.00x85.98	4260 (4.3L)	21.7	NA	NA	NA	17.63	7.68	.460Ab	25.33	EFI
Delta 88	U.S.A.	90°-V8-OHV	3.75x3.00	265	8.3	120@3600	210@1800	.453	63.20	8.93	.673Be .469Ab	71.49	2Bbl
	Metric	90°-V8-OHV	95.25x76.20	4300 (4.3L)	8.3	90@3600	285@1600	.021	63.20	8.93	.673Be .469Ab	71.49	2Bbl
Cutlass	U.S.A.	90°-V8-OHV	3.74x3.48	305	8.6	155@4000	240@1600	.508	58.90	3.98	.025Be	56.70	4Bbl
	Metric	90°-V8-OHV	95.00x88.40	4998 (5.0L)	8.6	116@4000	325@1600	.023	58.90	.399	.640Be	56.70	4Bbl
Delta 88	U.S.A.	90°-V8-OHV	3.80x3.39	307	8.0	150@3600	245@1600	.489	72.85	9.12	.013Be	98.63	4Bbl
	Metric	90°-V8-OHV	96.50x85.98	5030 (5.0L)	8.0	112@3600	332@1600	.022	72.85	9.12	.330Be	98.63	4Bbl
88, 98, Toronado	U.S.A.	90°-V8-OHV	4.06x3.39	350	8.0	160@3600	270@1600	.457	72.85	9.12	.013Be	98.63	4Bbl
	Metric	90°-V8-OHV	103.05x85.98	5735 (5.7L)	8.0	120@3600	367@1600	.021	72.85	9.12	.330Be	98.63	4Bbl
Cutlass, 88, 98, Toronado	U.S.A.	90°-V8-OHV	4.06x3.39	350 Diesel	22.5	105@3200	205@1600	.300	21.48	10.17	.018Ab	33.41	EFI
	Metric	90°-V8-OHV	103.85x85.98	5735 (5.7L)	22.5	78@3200	278@1600	.014	21.48	10.17	.460Ab	33.41	EFI
Buick ... Skylark	U.S.A.	60°-V6-OHV	3.50x3.00	173	8.5	115@4800	150@2000	.665	62.86	6.75	.025Be	50.63	2Bbl
	Metric	60°-V6-OHV	89.00x76.00	2837 (2.8L)	8.5	86@4800	203@2000	.030	62.86	6.75	.640Be	50.63	2Bbl
Riviera	U.S.A.	90°-V6-OHV	3.80x3.40	231 Turbo	8.0	170@4000	265@2400	.736	48.19	3.93	.075Be	87.65	4Bbl
	Metric	90°-V6-OHV	96.52x86.36	3785 (3.8L)	8.0	127@4000	359@2400	.034	48.19	3.93	1.910Be	87.65	4Bbl
LeSabre	U.S.A.	90°-V6-OHV	3.97x3.40	250	8.0	125@4000	205@2000	.500	48.19	9.68	.050Be	95.55	4Bbl
	Metric	90°-V6-OHV	100.71x86.36	4070 (4.1L)	8.0	93@4000	278@2000	.023	48.19	9.68	1.270Be	95.55	4Bbl
Century-Regal	U.S.A.	90°-V8-OHV	3.75x3.00	265	8.0	120@3600	210@1800	.453	63.20	8.93	.673Be .469Ab	71.49	2Bbl
	Metric	90°-V8-OHV	95.25x76.20	4300 (4.3L)	8.0	90@3600	285@1800	.021	63.20	8.93	.673Be .469Ab	71.49	2Bbl
Century-Regal, LeSabre	U.S.A.	90°-V8-OHV	4.00x3.00	301	8.2	140@4000	240@1800	.465	70.99	10.99	.673Be .469Ab	83.50	4Bbl
	Metric	90°-V8-OHV	101.60x76.20	4900 (4.9L)	8.2	105@4000	326@1800	.021	70.99	10.99	.673Be .469Ab	83.50	4Bbl
LeSabre, Electra	U.S.A.	90°-V8-OHV	4.06x3.39	350	8.0	155@3400	280@1600	.443	21.48	10.17	.018Ab	33.41	4Bbl
	Metric	90°-V8-OHV	103.05x85.98	5735 (5.7L)	8.0	116@3400	381@1600	.020	21.48	10.17	.460Ab	33.41	4Bbl
LeSabre Estate, Electra	U.S.A.	90°-V8-OHV	4.06x3.39	350 Diesel	22.5	105@3200	205@1600	.300	21.48	10.17	.018Ab	33.41	EFI
	Metric	90°-V8-OHV	103.05x85.98	5735 (5.7L)	22.5	78@3200	278@1600	.014	21.48	10.17	.460Ab	33.41	EFI
Cadillac ... Brougham, DeVille, Eldorado	U.S.A.	90°-V8-OHV	4.06x3.39	350 Diesel	22.5	105@3200	205@1600	.300	21.48	10.17	.018Be	33.41	EFI
	Metric	90°-V8-OHV	103.05x85.98	5735 (5.7L)	22.5	78@3200	278@1600	.014	21.48	10.17	.460Be	33.41	EFI
Seville	U.S.A.	90°-V8-OHV	4.06x3.39	368	8.2	145@3600	270@2000	.394	95.29	7.61	.0043Ab	100.88	EFI
	Metric	90°-V8-OHV	103.05x85.98	6030 (6.0L)	8.2	108@3600	366@2000	.018	95.29	7.61	.1090Ab	100.88	EFI

ABBREVIATIONS

Ab—Above
Bbl—Barrels
Be—Below

EFI—Electronic Fuel Injection
IL—In Line
L—Liters

OHC—Overhead Cam
OHV—Overhead Valve
V—Vee type Engine

1980 U.S. PASSENGER CARS
CALIFORNIA
STANDARD ENGINES—RATINGS and PERFORMANCE

PASSENGER CARS MAKE AND MODEL		Type No. of Cylinders and Valve Arrangement	Bore and Stroke In/Mm	Displacement In³/Cm³	Compression Ratio (Nominal)	Net Brake Horsepower at R.P.M. B.H.P/K.W	Net Torque at R.P.M. Ft. lbs./N.M	Net Horsepower per Cubic Displacement BHP/IN³ / KW/Cm³	Cylinder Head Combustion Chamber Volume Cm³	Head Gasket Volume Cm³	Deck Clearance Minimum In/mm	Minimum Combustion Chamber Volume Cm³	No. of Carburetor Barrels
AMERICAN MOTORS CORP.													
..........Spirit, Concord	U.S.A.	IL-4-OHC	4.00x3.00	151	8.3	NA	NA	NA	52.27	21.79	.014Be	81.77	2Bbl
....	Metric	IL-4-OHC	101.60x76.20	2474 (2.5L)	8.3	NA	NA	NA	52.27	21.79	.356Be	81.77	2Bbl
..........AMX, Pacer, Eagle	U.S.A.	IL-6-OHV	3.75x3.90	258	8.3	NA	NA	NA	69.34 ± 1.50	4.42	.0038Be	92.42	2Bbl
....	Metric	IL-6-OHV	95.25x99.06	4228 (4.23L)	8.3	NA	NA	NA	69.34 ± 1.50	4.42	.096Be	92.42	2Bbl
CHECKER MOTORS CORP.													
..........All Models	U.S.A.	90°-V8-OHV	3.74x3.48	305	8.6	155@4000	230@2000	.508	58.90	3.98	.025Be	56.70	4Bbl
....	Metric	90°-V8-OHV	95.00x88.40	4998 (5.0L)	8.6	116@4000	312@2000	.023	58.90	3.98	.640Be	56.70	4Bbl
CHRYSLER CORP.													
Plymouth..........Horizon	U.S.A.	IL-4-OHC	3.13x3.40	104.7	8.2	65@5200	85@2400	.619	24.80 ± 1.50	9.32	.090Be	37.56	2Bbl
....	Metric	IL-4-OHC	79.50x86.40	1716 (1.7L)	8.2	48@5200	115@2400	.028	24.80 ± 1.50	9.32	2.30Be	37.56	2Bbl
..........Volare	U.S.A.	IL-6-OHV	3.40x4.12	225	8.4	90@3600	160@1600	.400	57.00-60.00	3.49-3.85	.150Be	82.97	1Bbl
....	Metric	IL-6-OHV	86.40x104.60	3680 (3.7L)	8.4	67@3600	217@1600	.018	57.00-60.00	3.49-3.85	3.810Be	82.97	1Bbl
..........Gran Fury	U.S.A.	90°-V8-OHV	3.91x3.31	318	8.5	155@4000	240@2000	.487	65.60-69.60	6.56-7.24	.066Be	98.42	4Bbl
....	Metric	90°-V8-OHV	99.30x84.10	5210 (5.2L)	8.5	115@4000	325@2000	.022	65.60-69.60	6.56-7.24	1.680Be	98.42	4Bbl
Dodge..........Omni	U.S.A.	IL-4-OHC	3.13x3.40	104.7	8.2	65@5200	85@2400	.619	24.80 ± 1.50	9.32	.090Be	37.56	2Bbl
....	Metric	IL-4-OHC	79.50x86.40	1716 (1.7L)	8.2	48@5200	115@2400	.028	24.80 ± 1.50	9.32	2.300Be	37.56	2Bbl
..........Aspen, Diplomat	U.S.A.	IL-6-OHV	3.40x4.12	225	8.4	90@3600	160@1600	.400	57.00-60.00	3.49-3.85	.150Be	82.97	1Bbl
....	Metric	IL-6-OHV	86.40x104.60	3680 (3.7L)	8.4	67@3600	217@1600	.018	57.00-60.00	3.49-3.85	3.810Be	82.97	1Bbl
..........Mirada, St. Regis	U.S.A.	90°-V8-OHV	3.91x3.31	318	8.5	155@4000	240@2000	.487	65.60-69.60	6.56-7.24	.066Be	98.42	4Bbl
....	Metric	90°-V8-OHV	99.30x84.10	5210 (5.2L)	8.5	115@4000	325@2000	.022	65.60-69.60	6.56-7.24	1.680Be	98.42	4Bbl
Chrysler..........LeBaron	U.S.A.	IL-6-OHV	3.40x4.12	225	8.4	90@3600	160@1600	.400	57.00-60.00	3.49-3.85	.150Be	82.97	1Bbl
....	Metric	IL-6-OHV	86.40x104.60	3680 (3.7L)	8.4	67@3600	217@1600	.018	57.00-60.00	3.49-3.85	3.810Be	82.97	1Bbl
..........Newport, New Yorker,	U.S.A.	90°-V8-OHV	3.91x3.31	318	8.5	155@4000	240@2000	.487	65.60-69.60	6.56-7.24	.066Be	98.42	4Bbl
..........Chrysler 300, Cordoba	Metric	90°-V8-OHV	99.30x84.10	5210 (2.5L)	8.5	115@4000	325@2000	.022	65.60-69.60	6.56-7.24	1.680Be	98.42	4Bbl
FORD MOTOR CO.													
Ford..........Pinto, Fairmont, Mustang	U.S.A.	IL-4-OHC	3.78x3.13	140	9.0	89@4800	122@2600	.636	61.30	8.90	.007Be	76.90	2Bbl
....	Metric	IL-4-OHC	96.04x79.40	2301 (2.3L)	9.0	66@4800	165@2600	.029	61.30	8.90	.178Be	76.90	2Bbl
..........Granada	U.S.A.	90°-V8-OHV	3.68x3.00	255	8.8	117@3800	193@2000	.459	53.50-56.50	10.10	.0005Be	64.20	2Bbl
....	Metric	90°-V8-OHV	93.50x76.20	4200 (4.2L)	8.8	87@3800	262@2000	.021	53.50-56.50	10.10	.0130Be	64.20	2Bbl
..........LTD	U.S.A.	90°-V8-OHV	4.00x3.00	302	8.4	130@3600	230@1600	.430	67.50-70.50	10.07	.0005Be	78.88	2Bbl
....	Metric	90°-V8-OHV	101.60x76.20	4950 (5.0L)	8.4	97@3600	312@1600	.020	67.50-70.50	10.07	.0130Be	78.88	2Bbl
..........Thunderbird	U.S.A.	90°-V8-OHV	3.68x3.00	255	8.8	115@3800	191@2000	.451	53.50-56.50	10.10	.0005Be	64.20	2Bbl
....	Metric	90°-V8-OHV	93.50x76.20	4200 (4.2L)	8.8	86@3800	259@2000	.020	53.50-56.50	10.10	.0130Be	64.20	2Bbl
Mercury..........Bobcat, Zephyr, Capri	U.S.A.	IL-4-OHC	3.78x3.13	140	9.0	89@4800	122@2600	.636	61.30	8.90	.007Be	76.90	2Bbl
....	Metric	IL-4-OHC	96.04x79.40	2301 (2.3L)	9.0	66@4800	165@2600	.029	61.30	8.90	.178Be	76.90	2Bbl
..........Monarch	U.S.A.	90°-V8-OHV	3.68x3.00	255	8.8	117@3800	193@2000	.459	53.50-56.50	10.10	.0005Be	64.20	2Bbl
....	Metric	90°-V8-OHV	93.50x76.20	4200 (4.2L)	8.8	87@3800	262@2000	.021	53.50-56.50	10.10	.0130Be	64.20	2Bbl
..........Cougar XR-7	U.S.A.	90°-V8-OHV	3.68x3.00	255	8.8	115@3800	191@2000	.451	53.50-56.50	10.10	.0005Be	64.20	2Bbl
....	Metric	90°-V8-OHV	93.50x76.20	4200 (4.2L)	8.8	86@3800	259@2000	.020	53.50-56.50	10.10	.0130Be	64.20	2Bbl
..........Mercury	U.S.A.	90°-V8-OHV	4.00x3.00	302	8.4	130@3600	230@1600	.430	67.50-70.50	10.07	.0005Be	78.88	2Bbl
....	Metric	90°-V8-OHV	101.60x76.20	4950 (5.0L)	8.4	97@3600	312@1600	.020	67.50-70.50	10.07	.0130Be	78.88	2Bbl
Lincoln..........Lincoln, Mark VI	U.S.A.	90°-V8-OHV	4.00x3.00	302	8.4	129@3600	231@2000	.427	67.50-70.50	10.07	.0005Be	78.90	EFI
....	Metric	90°-V8-OHV	101.60x76.20	4950 (5.0L)	8.4	96@3600	313@2000	.019	67.50-70.50	10.07	.0130Be	78.90	EFI
..........Versailles	U.S.A.	90°-V8-OHV	4.00x3.00	302	8.4	131@3600	231@1400	.434	67.50-70.50	10.10	.0005Be	78.90	2Bbl
....	Metric	90°-V8-OHV	101.60x76.20	4950 (5.0L)	8.4	98@3600	313@1400	.020	67.50-70.50	10.10	.0130Be	78.90	2Bbl
GENERAL MOTORS CORP.													
Chevrolet..........Chevette	U.S.A.	IL-4-OHC	3.23x2.98	98	8.6	70@5200	82@2400	.714	43.60	4.80	0	42.70	2Bbl
....	Metric	IL-4-OHC	82.00x75.70	1605 (1.6L)	8.6	52@5200	111@2400	.032	43.60	4.80	0	42.70	2Bbl
..........Monza	U.S.A.	IL-4-OHV	4.00x3.00	151	8.2	86@4000	128@2400	.570	52.25	8.13	.014Be .016Ab	81.79	2Bbl
....	Metric	IL-4-OHV	101.60x76.20	2475 (2.5L)	8.2	64@4000	174@2400	.026	52.25	8.13	.356Be .406Be	81.79	2Bbl
..........Citation	U.S.A.	IL-4-OHV	4.00x3.00	151	8.2	90@4000	134@2400	.596	52.25	8.13	.015Be .016Ab	88.85	2Bbl
....	Metric	IL-4-OHV	101.60x76.20	2475 (2.5L)	8.2	67@4000	182@2400	.027	52.25	8.13	.379Be .398Ab	88.85	2Bbl
..........Camaro, Malibu,	U.S.A.	90°-V6-OHV	3.80x3.40	231	8.0	110@3800	190@1600	.476	48.19	3.93	.075Be	87.65	2Bbl
..........Chevrolet, Monte Carlo	Metric	90°-V6-OHV	96.52x86.36	3785 (3.8L)	8.0	82@3800	258@1600	.022	48.19	3.93	1.91Be	87.65	2Bbl
..........Camaro	U.S.A.	90°-V8-OHV	3.74x3.48	305	8.6	165@4000	245@2400	.541	58.90	3.98	.025Be	56.70	4Bbl
....	Metric	90°-V8-OHV	94.89x88.40	4998 (5.0L)	8.6	123@4000	332@2400	.025	58.90	3.98	.640Be	56.70	4Bbl
..........Corvette	U.S.A.	90°-V8-OHV	3.74x3.48	305	8.6	180@4200	255@2000	.590	58.90	4.60	.025Be	56.70	4Bbl
....	Metric	90°-V8-OHV	94.89x88.40	4998 (5.0L)	8.6	134@4200	346@2000	.027	58.90	4.60	.640Be	56.70	4Bbl
Pontiac..........Sunbird	U.S.A.	IL-4-OHV	4.00x3.00	151	8.2	86@4000	128@2400	.570	52.25	8.13	.014Be .016Ab	81.79	2Bbl
....	Metric	IL-4-OHV	101.60x76.20	2475 (2.5L)	8.2	64@4000	174@2400	.026	52.25	8.13	.014Be .016Ab	81.79	2Bbl

1980 U.S. PASSENGER CARS
CALIFORNIA
STANDARD ENGINES—RATINGS and PERFORMANCE

PASSENGER CARS MAKE AND MODEL		Type No. of Cylinders and Valve Arrangement	Bore and Stroke In/Mm	Displacement In³/Cm³	Compression Ratio (Nominal)	Net Brake Horsepower at R.P.M. B.H.P./K.W.	Net Torque at R.P.M. Ft. lbs./N.M.	Net Horsepower per Cubic Displacement BHP/IN³ / K.W/Cm³	Cylinder Head Combustion Chamber Volume Cm³	Head Gasket Volume Cm³	Deck Clearance Minimum In/mm	Minimum Combustion Chamber Volume Cm³	No. of Carburetor Barrels
Pontiac-continued ...... Phoenix	U.S.A.	IL-4-OHV	4.00x3.00	151	8.2	90@4000	134@2400	.596	52.25	8.13	.014Be .016Ab	81.79	2Bbl
......	Metric	IL-4-OHV	101.60x76.20	2475 (2.5L)	8.2	67@4000	182@2400	.027	52.25	8.13	.014Be .016Ab	81.79	2Bbl
...... Firebird, LeMans, Catalina	U.S.A.	90° -V6-OHV	3.80x3.40	231	8.0	110@3800	190@1600	.476	48.19	3.93	.075Be	87.65	2Bbl
...... Bonneville, Grand Prix	Metric	90° -V6-OHV	96.52x86.36	3785 (3.8L)	8.0	86@3800	255@2000	.023	48.19	3.93	1.91Be	87.65	2Bbl
...... Bonneville Brougham	U.S.A.	90° -V8-OHV	3.75x3.00	266	8.3	120@3600	210@1600	.453	63.20	8.93	.673Be .469Ab	71.49	2Bbl
......	Metric	90° -V8-OHV	95.25x76.20	4300 (4.3L)	8.3	90@3600	285@1600	.021	63.20	8.93	.673Be .469Ab	71.49	2Bbl
...... Formula, Pontiac Sta. Wagon	U.S.A.	90° -V8-OHV	4.00x3.00	301	8.1	140@4000	240@1800	.465	70.99	10.09	.673Be .469Ab	83.50	4Bbl
......	Metric	90° -V8-OHV	101.60x76.20	4900 (4.9L)	8.1	105@4000	326@1800	.021	70.99	10.09	.673Be .469Ab	83.50	4Bbl
...... Trans AM, LeMans, Grand Prix	U.S.A.	90° -V8-OHV	4.00x3.00	301	8.1	155@4400	240@2200	.515	70.99	10.09	.673Be .469Ab	83.50	4Bbl
......	Metric	90° -V8-OHV	101.60x76.20	4900 (4.9L)	8.1	116@4400	326@2200	.024	70.99	10.09	.673Be .469Ab	83.50	4Bbl
...... Grand Prix SJ	U.S.A.	90° -V8-OHV	3.74x3.48	305	8.4	150@3800	230@2400	.492	58.90	3.98	.025Be	56.70	4Bbl
......	Metric	90° -V8-OHV	95.00x88.40	4998 (5.0L)	8.4	112@3800	312@2400	.022	58.90	3.98	.640Be	56.70	4Bbl
Oldsmobile ...... Starfire	U.S.A.	IL-4-OHV	4.00x3.00	151	8.2	86@4000	128@2400	.570	52.25	8.13	.014Be .016Ab	81.79	2Bbl
......	Metric	IL-4-OHV	101.60x76.20	2475 (2.5L)	8.2	64@4000	174@2400	.026	52.25	8.13	.014Be .016Ab	81.79	2Bbl
...... Omega	U.S.A.	IL-4-OHV	4.00x3.00	151	8.2	90@4000	134@2400	.596	52.25	8.13	.014Be .016Ab	88.85	2Bbl
......	Metric	IL-4-OHV	101.60x76.20	2475 (2.5L)	8.2	67@4000	182@2400	.027	52.25	8.13	.014Be .016Ab	88.85	2Bbl
...... Cutlass, 88	U.S.A.	90° -V6-OHV	3.80x3.40	231	8.0	110@3800	190@1600	.476	48.19	3.93	.075Be	87.65	2Bbl
......	Metric	90° -V6-OHV	96.52x86.36	3785 (3.8L)	8.0	86@3800	255@1600	.023	48.19	3.93	1.910Be	87.65	2Bbl
...... 98, Toronado	U.S.A.	90° -V8-OHV	4.06x3.39	350	8.0	160@3600	270@1600	.457	72.85	9.12	.0130Be	98.63	4Bbl
......	Metric	90° -V8-OHV	103.05x85.98	5736 (5.7L)	8.0	120@3600	367@1600	.021	72.85	9.12	.3300Be	98.63	4Bbl
Buick ...... Skylark	U.S.A.	IL-4-OHV	4.00x3.00	151	8.2	90@4000	134@2400	.596	52.25	8.13	.014Be .016Ab	88.85	2Bbl
......	Metric	IL-4-OHV	101.60x76.20	2475 (2.5L)	8.2	67@4000	182@2400	.027	52.25	8.13	.014Be .016Ab	88.85	2Bbl
...... Skyhawk, Century-Regal, LeSabre	U.S.A.	90° -V6-OHV	3.80x3.40	231	8.0	110@3800	190@1600	.476	48.19	3.93	.075Be	87.65	4Bbl
......	Metric	90° -V6-OHV	96.52x86.36	3785 (3.8L)	8.0	86@3800	255@1600	.023	48.19	3.93	1.910Be	87.65	4Bbl
...... Regal Spt. Cp., LeSabre Spt. Cp.	U.S.A.	90° -V6-OHV	3.80x3.40	231 Turbo	8.0	170@4000	265@2400	.736	48.19	3.93	.075Be	87.65	4Bbl
......	Metric	90° -V6-OHV	96.52x86.36	3785 (3.8L)	8.0	127@4000	359@2400	.034	48.19	3.93	1.910Be	87.65	4Bbl
...... Electra, Riviera	U.S.A.	90° -V8-OHV	4.06x3.39	350	8.0	160@3600	270@1600	.457	21.48	10.17	.018Ab	33.41	4Bbl
......	Metric	90° -V8-OHV	103.05x85.98	5735 (5.7L)	8.0	120@3600	367@1600	.021	21.48	10.17	.460Ab	33.41	4Bbl
Cadillac ...... Brougham, DeVille, Fleetwood	U.S.A.	90° -V8-OHV	4.06x3.80	368	8.2	150@3800	265@1600	.408	95.29	7.61	.0043Ab	100.88	4Bbl
......	Metric	90° -V8-OHV	103.05x96.52	6030 (6.0L)	8.2	112@3800	359@1600	.019	95.29	7.61	.1090Ab	100.88	4Bbl
...... Eldorado	U.S.A.	90° -V8-OHV	4.06x3.39	350	8.0	160@4400	265@1600	.457	72.58	9.12	.013Be	98.63	EFI
......	Metric	90° -V8-OHV	103.05x85.98	5735 (5.7L)	8.0	119@4400	359@1600	.021	72.58	9.12	.330Be	98.63	EFI
...... Seville	U.S.A.	90° -V8-OHV	4.06x3.39	350 Diesel	22.5	105@3200	205@1600	.300	21.48	10.17	.018Be	33.41	EFI
......	Metric	90° -V8-OHV	103.05x85.98	5735 (5.7L)	22.5	78@3200	278@1600	.014	21.48	10.17	.460Be	33.41	EFI

ABBREVIATIONS

Ab—Above
Bbl—Barrels
Be—Below
EFI—Electronic Fuel Injection
IL—In Line
L—Liters
OHC—Overhead Cam
OHV—Overhead Valve
V—Vee type Engine

1980 U.S. PASSENGER CARS
CALIFORNIA
OPTIONAL ENGINES—RATINGS and PERFORMANCE

PASSENGER CARS MAKE AND MODEL		Type No. of Cylinders and Valve Arrangement	Bore and Stroke In/Mm	Displacement In³/Cm³	Compression Ratio (Nominal)	Net Brake Horsepower at R.P.M. B.H.P./K.W	Net Torque at R.P.M. Ft. lbs./N.M	Net Horsepower per Cubic Displacement BHP/IN³ / K.W/Cm³	Cylinder Head Combustion Chamber Volume Cm³	Head Gasket Volume Cm³	Deck Clearance Minimum In/mm	Minimum Combustion Chamber Volume Cm³	No. of Carburetor Barrels
AMERICAN MOTORS CORP.													
Spirit, Concord	U.S.A.	IL-6-OHV	3.75x3.90	258	8.3	NA	NA	NA	69.34 ± 1.50	4.42	.0038Be	92.42	2Bbl
	Metric	IL-6-OHV	95.25x99.06	4228 (4.23L)	8.3	NA	NA	NA	69.34 ± 1.50	4.42	.096Be	92.42	2Bbl
CHRYSLER CORP.													
Plymouth .... Volare	U.S.A.	90°-V8-OHV	3.91x3.31	318	8.5	155@4000	240@2000	.487	65.60-69.60	6.56-7.24	.066Be	98.42	4Bbl
	Metric	90°-V8-OHV	99.30x84.10	5210 (5.2L)	8.5	115@4000	325@2000	.022	65.60-69.60	6.56-7.24	1.680Be	98.42	4Bbl
Dodge .... Aspen, Diplomat	U.S.A.	90°-V8-OHV	3.91x3.31	318	8.5	155@4000	240@2000	.487	65.60-69.60	6.56-7.24	.066Be	98.42	4Bbl
	Metric	90°-V8-OHV	99.30x84.10	5210 (5.2L)	8.5	115@4000	325@2000	.022	65.60-69.60	6.56-7.24	1.680Be	98.42	4Bbl
Chrysler .... LeBaron	U.S.A.	90°-V8-OHV	3.91x3.31	318	8.5	155@4000	240@2000	.487	65.60-69.60	6.56-7.24	.066Be	98.42	4Bbl
	Metric	90°-V8-OHV	99.30x84.10	5210 (5.2L)	8.5	115@4000	325@2000	.022	65.60-69.60	6.56-7.24	1.680Be	98.42	4Bbl
FORD MOTOR CO.													
Ford .... Fairmont, Mustang	U.S.A.	IL-4-OHC	3.91x3.31	140 Turbo	9.0	NA	NA	NA	61.30	8.90	.007Be	76.90	2Bbl
	Metric	IL-4-OHC	99.30x84.10	2301 (2.3L)	9.0	NA	NA	NA	61.30	8.90	.178Be	76.90	2Bbl
Fairmont, Mustang	U.S.A.	IL-6-OHV	3.68x3.13	200	8.6	NA	NA	NA	57.20-60.25	4.97	.0015Be	69.10	1Bbl
	Metric	IL-6-OHV	93.52x79.40	3300 (3.3L)	8.6	NA	NA	NA	57.20-60.25	4.97	.0380Be	69.10	1Bbl
Fairmont, Mustang	U.S.A.	90°-V8-OHV	3.68x3.00	255	8.8	119@3800	194@2200	.467	53.50-56.50	10.10	.0005Be	64.20	2Bbl
	Metric	90°-V8-OHV	93.52x76.20	4200 (4.2L)	8.8	89@3800	263@2200	.021	53.50-56.50	10.10	.0130Be	64.20	2Bbl
Granada	U.S.A.	90°-V8-OHV	4.00x3.00	302	8.4	134@3600	232@1600	.444	67.50-70.50	10.10	.0005Be	78.90	2Bbl
	Metric	90°-V8-OHV	101.60x76.20	4950 (5.0L)	8.4	100@3600	315@1600	.020	67.50-70.50	10.10	.0130Be	78.90	2Bbl
LTD	U.S.A.	90°-V8-OHV	4.00x3.50	351W	8.3	140@3400	265@2000	.399	67.50-70.50	10.07	.0145Be	99.24	2Bbl
	Metric	90°-V8-OHV	101.60x88.90	5753 (5.8L)	8.3	104@3400	359@2000	.018	67.50-70.50	10.07	.3580Be	99.24	2Bbl
Thunderbird	U.S.A.	90°-V8-OHV	4.00x3.00	302	8.4	132@3600	232@1400	.437	67.50-70.50	10.10	.0005Be	78.90	2Bbl
	Metric	90°-V8-OHV	101.60x76.20	4950 (5.0L)	8.4	98@3600	315@1400	.020	67.50-70.50	10.10	.0130Be	78.90	2Bbl
Mercury .... Zephyr, Capri	U.S.A.	IL-4-OHC	3.91x3.31	140 Turbo	9.0	NA	NA	NA	61.30	8.90	.007Be	76.90	2Bbl
	Metric	IL-4-OHC	99.30x84.10	2301 (2.3L)	9.0	NA	NA	NA	61.30	8.90	.178Be	76.90	2Bbl
Zephyr, Capri	U.S.A.	IL-6-OHV	3.68x3.13	200	8.6	NA	NA	NA	57.20-60.25	4.97	.0015Be	69.10	1Bbl
	Metric	IL-6-OHV	93.52x79.40	3300 (5.3L)	8.6	NA	NA	NA	57.20-60.25	4.97	.0380Be	69.10	1Bbl
Zephyr, Capri	U.S.A.	90°-V8-OHV	3.68x2.00	255	8.8	119@3800	194@2200	.467	53.50-56.50	10.10	.0005Be	64.20	2Bbl
	Metric	90°-V8-OHV	93.52x76.20	4200 (4.2L)	8.8	89@3800	263@2200	.021	53.50-56.50	10.10	.0130Be	64.20	2Bbl
Monarch	U.S.A.	90°-V8-OHV	4.00x3.00	302	8.4	134@3600	232@1600	.444	67.50-70.50	10.10	.0005Be	78.90	2Bbl
	Metric	90°-V8-OHV	101.60x76.20	4950 (5.0L)	8.4	100@3600	315@1600	.020	67.50-70.50	10.10	.0130Be	78.90	2Bbl
Cougar XR-7	U.S.A.	90°-V8-OHV	4.00x3.00	302	8.4	132@3600	232@1400	.437	67.50-70.50	10.10	.0005Be	78.90	2Bbl
	Metric	90°-V8-OHV	101.60x76.20	4950 (5.0L)	8.4	98@3600	315@1400	.020	67.50-70.50	10.10	.0130Be	78.90	2Bbl
Mercury	U.S.A.	90°-V8-OHV	4.00x3.50	351W	8.3	140@3400	265@2000	.399	67.50-70.50	10.07	.0145Be	99.24	2Bbl
	Metric	90°-V8-OHV	101.60x88.90	5753 (5.8L)	8.3	104@3400	359@2000	.018	67.50-70.50	10.07	.3580Be	99.24	2Bbl
Lincoln .... Lincoln, Mark VI	U.S.A.	90°-V8-OHV	4.00x3.50	351W	8.3	140@3400	265@2000	.399	67.50-70.50	10.07	.0145Be	99.24	2Bbl
	Metric	90°-V8-VHV	101.60x88.90	5753 (5.8L)	8.3	104@3400	359@2000	.018	67.50-70.50	10.07	.3680Be	99.24	2Bbl
GENERAL MOTORS CORP.													
Chevrolet .... Citation	U.S.A.	60°-V6-OHV	3.50x3.00	173	8.5	115@4800	145@2400	.665	62.86	6.75	.025Be	50.63	2Bbl
	Metric	60°-V6-OHV	89.00x76.00	2837 (2.8L)	8.5	86@4800	197@2400	.030	62.86	6.75	.640Be	50.63	2Bbl
Monza	U.S.A.	90°-V6-OHV	3.80x3.40	231	8.0	110@3800	190@1600	.476	48.20	3.93	.075Be	87.65	2Bbl
	Metric	90°-V6-OHV	96.52x86.36	3785 (3.8L)	8.0	80@3800	257@1600	.021	48.20	3.93	1.91Be	87.65	2Bbl
Monte Carlo	U.S.A.	90°-V8-OHV	3.80x3.40	231 Turbo	8.0	170@4000	265@2400	.736	48.19	3.93	.075Be	87.65	4Bbl
	Metric	90°-V8-OHV	96.52x86.36	3785 (3.8L)	8.0	127@4000	359@2400	.034	48.19	3.93	1.910Be	87.65	4Bbl
Camaro, Malibu, Chevrolet, Monte Carlo	U.S.A.	90°-V8-OHV	3.74x3.48	305	8.6	155@4000	230@2400	.508	58.90	3.98	.025Be	56.70	4Bbl
	Metric	90°-V8-OHV	95.00x88.40	4998 (5.0L)	8.6	116@4000	312@2400	.023	58.90	3.98	.640Be	56.70	4Bbl
Chevrolet Sta. Wagon	U.S.A.	90°-V8-OHV	4.06x3.39	350 Diesel	22.5	105@3200	205@1600	.300	21.48	10.17	.018Ab	33.41	EFI
	Metric	90°-V8-OHV	103.85x85.98	5735 (5.7L)	22.5	78@3200	278@1600	.014	21.48	10.17	.460Ab	33.41	EFI
Pontiac .... Phoenix	U.S.A.	60°-V6-OHV	3.50x3.00	173	8.5	115@4800	150@2000	.665	62.86	6.75	.025Be	50.63	2Bbl
	Metric	60°-V6-OHV	89.00x76.00	2837 (2.8L)	8.5	86@4800	203@2000	.030	62.86	6.75	.640Be	50.63	2Bbl
Sunbird	U.S.A.	90°-V6-OHV	3.80x3.40	231	8.0	115@3800	188@2000	.498	48.19	3.93	.075Be	87.65	2Bbl
	Metric	90°-V6-OHV	96.52x86.36	3785 (3.8L)	8.0	86@3800	255@2000	.023	48.19	3.93	1.91Be	87.65	2Bbl
Grand Prix	U.S.A.	90°-V6-OHV	3.80x3.40	231 Turbo	8.0	170@4000	265@2400	.736	48.19	3.93	.075Be	87.65	4Bbl
	Metric	90°-V6-OHV	96.52x86.36	3785 (3.8L)	8.0	127@4000	359@2400	.034	48.19	3.93	1.910Be	87.65	4Bbl

1980 U.S. PASSENGER CARS
CALIFORNIA
OPTIONAL ENGINES—RATINGS and PERFORMANCE

PASSENGER CARS MAKE AND MODEL		Type No. of Cylinders and Valve Arrangement	Bore and Stroke In/Mm	Displacement In³/Cm³	Compression Ratio (Nominal)	Net Brake Horsepower at R.P.M. B.H.P./K.W.	Net Torque at R.P.M. Ft. lbs./N.M.	Net Horsepower per Cubic Displacement BHP/IN³ / K.W/Cm³	Cylinder Head Combustion Chamber Volume Cm³	Head Gasket Volume Cm³	Deck Clearance Minimum In/mm	Minimum Combustion Chamber Volume	No. of Carburetor Barrels
GENERAL MOTORS—Cont'd													
Pontiac.............Firebird, LeMans, Catalina	U.S.A.	90°-V8-OHV	3.75x3.00	265	8.3	120@3600	210@1600	.453	63.20	8.93	.673Be .469Ab	71.49	2Bbl
.............Bonneville, Grand Prix	Metric	90°-V8-OHV	95.25x76.20	4300 (4.3L)	8.3	90@3600	285@1600	.021	63.20	8.93	.673Be .469Ab	71.49	2Bbl
Firebird, Trans AM, LeMans,	U.S.A.	90°-V8-OHV	4.00x3.00	301	8.1	140@4000	240@1800	.465	70.99	10.09	.673Be .469Ab	83.50	4Bbl
.............Catalina, Bonneville, Grand Prix	Metric	90°-V8-OHV	101.60x76.20	4900 (4.9L)	8.1	105@4000	326@1800	.021	70.99	10.09	.673Be .469Ab	83.50	4Bbl
.............Formula	U.S.A.	90°-V8-OHV	4.00x3.00	301	8.1	155@4400	240@2200	.515	70.99	10.09	.673Be .469Ab	83.50	4Bbl
....	Metric	90°-V8-OHV	101.60x76.20	4900 (4.9L)	8.1	116@4400	326@2200	.024	70.99	10.09	.673Be .469Ab	33.50	4Bbl
.............Formula, Trans AM	U.S.A.	90°-V8-OHV	4.00x3.00	301 Turbo	7.6	210@4000	345@2000	.698	70.99	10.09	.673Be .469Ab	90.87	4Bbl
....	Metric	90°-V8-OHV	101.60x76.20	4900 (4.9L)	7.6	157@4000	469@2000	.032	70.99	10.09	.673Be .469Ab	90.87	4Bbl
.............Firebird, Trans AM,	U.S.A.	90°-V8-OHV	3.74x3.48	305	8.4	150@3800	230@2400	.492	58.90	3.98	.025Be	56.70	4Bbl
.............LeMans, Grand AM, Grand Prix	Metric	90°-V8-OHV	95.00x88.40	4998 (5.0L)	8.4	112@3800	312@2400	.022	58.90	3.98	.640Be	56.70	4Bbl
.............Catalina, Bonneville	U.S.A.	90°-V8-OHV	4.06x3.39	350	8.0	160@3600	270@2000	.457	72.85	9.12	.013Be	98.63	4Bbl
....	Metric	90°-V8-OHV	103.85x85.98	5735 (5.7L)	8.0	120@3600	367@2000	.021	72.85	9.12	.330Be	98.63	4Bbl
.............Bonneville, Brougham	U.S.A.	90°-V8-OHV	4.06x3.39	350 Diesel	22.5	105@3200	205@1600	.300	21.48	10.17	.018Ab	33.41	EFI
....	Metric	90°-V8-OHV	103.85x85.98	5735 (5.7L)	22.5	78@3200	278@1600	.014	21.48	10.17	.460Ab	33.41	EFI
Oldsmobile.............Omega	U.S.A.	60°-V6-OHV	3.50x3.00	173	8.5	110@4800	140@2400	.636	62.86	6.75	.025Be	50.63	2Bbl
....	Metric	60°-V6-OHV	89.00x76.00	2837 (2.8L)	8.5	86@4800	188@2400	.030	62.86	6.75	.640Be	50.63	2Bbl
.............Cutlass	U.S.A.	90°-V8-OHV	3.50x3.39	260	7.5	105@3400	195@1600	.404	54.39	6.82	.025Be	78.00	2Bbl
....	Metric	90°-V8-OHV	89.00x85.98	4260 (4.3L)	7.5	78@3400	262@1600	.018	54.39	6.82	.640Be	78.00	2Bbl
.............Cutlass	U.S.A.	90°-V8-OHV	3.50x3.39	260 Diesel	21.7	NA	NA	NA	17.63	7.68	.018Ab	25.33	EFI
....	Metric	90°-V8-OHV	95.00x85.98	4260 (4.3L)	21.7	NA	NA	NA	17.63	7.68	.460Ab	25.33	EFI
.............Cutlass	U.S.A.	90°-V8-OHV	3.74x3.48	305	8.6	155@4000	230@2400	.508	58.90	3.98	.025Be	56.70	4Bbl
....	Metric	90°-V8-OHV	95.00x88.40	4998 (5.0L)	8.6	116@4000	312@2400	.023	58.90	3.98	.640Be	56.70	4Bbl
.............Cutlass, 88, 98, Toronado	U.S.A.	90°-V8-OHV	4.06x3.39	350 Diesel	22.5	105@3200	205@1600	.300	21.48	10.17	.018Ab	33.41	EFI
....	Metric	90°-V8-PHV	103.05x85.98	5735 (5.7L)	22.5	78@3200	278@1600	.014	21.48	10.17	.460Ab	33.41	EFI
Buick.............Skylark	U.S.A.	60°-V6-OHV	3.50x3.00	173	8.5	115@4800	150@2000	.665	62.86	6.75	.025Be	50.63	2Bbl
....	Metric	60°-V6-OHV	89.00x76.00	2837 (2.8L)	8.5	86@4800	203@2000	.030	62.86	6.75	.640Be	50.63	2Bbl
.............Riviera	U.S.A.	90°-V6-OHV	3.80x3.40	231 Turbo	8.0	170@4000	265@2400	.736	48.19	3.93	.075Be	87.65	4Bbl
....	Metric	90°-V6-OHV	96.52x86.36	3785 (3.8L)	8.0	127@4000	359@2400	.034	48.19	3.93	1.910Be	87.65	4Bbl
.............Century-Regal	U.S.A.	90°-V8-OHV	3.74x3.48	305	8.6	155@4000	240@1600	.508	58.90	3.98	.025Be	56.70	4Bbl
....	Metric	90°-V8-OHV	95.00x88.40	4998 (5.0L)	8.6	116@4000	325@1600	.023	58.90	3.98	.640Be	56.70	4Bbl
.............LeSabre	U.S.A.	90°-V8-OHV	4.06x3.39	350	8.0	160@3600	270@1600	.457	21.48	10.17	.018Ab	33.41	4Bbl
....	Metric	90°-V8-OHV	103.05x85.98	5735 (5.7L)	8.0	120@3600	367@1600	.021	21.48	10.17	.460Ab	33.41	4Bbl
.............LeSabre Estate, Electra	U.S.A.	90°-V8-OHV	4.06x3.39	350 Diesel	22.5	105@3200	205@1600	.300	21.48	10.17	.018Ab	33.41	EFI
....	Metric	90°-V8-OHV	103.05x85.98	5735 (5.7L)	22.5	78@3200	278@1600	.014	21.48	10.17	.460Ab	33.41	EFI
Cadillac.............Brougham, DeVille, Eldorado	U.S.A.	90°-V8-OHV	4.06x3.39	350 Diesel	22.5	105@3200	205@1600	.300	21.48	10.17	.018Ab	33.41	EFI
....	Metric	90°-V8-OHV	103.05x85.98	5735 (5.7L)	22.5	78@3200	278@1600	.014	21.48	10.17	.460Ab	33.41	EFI
.............Seville	U.S.A.	90°-V8-OHV	4.06x3.39	350	8.0	160@4400	265@1600	.457	72.85	9.12	.013Be	98.63	EFI
....	Metric	90°-V8-OHV	103.05x85.98	5735 (5.7L)	8.0	119@4400	359@1600	.021	72.85	9.12	.330Be	98.63	EFI

ABBREVIATIONS

Ab—Above
Bbl—Barrels
Be—Below

EFI—Electronic Fuel Injection
IL—In Line
L—Liters

OHC—Overhead Cam
OHV—Overhead Valve
V—Vee type Engine

1980 U.S. PASSENGER CARS

AUTOMATIC TRANSMISSION

PASSENGER CARS MAKE AND MODEL	Availability	TRADE NAME	Type	Selector Location	GEAR RATIOS					TORQUE CONVERTER			
					Low	Intermediate	High	Overdrive	Reverse	No. of Elements	Max. Ratio at Stall	Type of Cooling	Diameter (in.)
AMERICAN MOTORS CORP.													
Concord, Spirit (L4-151)	Opt	Torque-Command	TCG	C[1]	2.45	1.45	1.00	n/a	2.20	3	2.00	L	9.50
Eagle, Concord, AMX, Pacer, Spirit (L6-258)	Opt[2]	Torque-Command	TCG	C[3]	2.45	1.45	1.00	n/a	2.20	3	2.00	L	10.75
CHECKER MOTORS CORP.													
Taxicab, Marathon (V6-229)	Std	Turbo-Hydramatic	TCG	C	2.48	1.48	1.00	n/a	2.07	3	2.45	L	11.75
Taxicab, Marathon (V6-267) (V8-305)	Std	Turbo-Hydramatic	TCG	C	2.48	1.48	1.00	n/a	2.07	3	2.20	L	12.20
Taxicab, Marathon (V8-350)	Std	Turbo-Hydramatic	TCG	C	2.48	1.48	1.00	n/a	2.07	3	2.00	L	12.20
CHRYSLER MOTORS CORP.													
Chrysler LeBaron (L6-225)	Std	Torqueflite	TCG	CF	2.74	1.54	1.00	n/a	2.22	3	2.01	L	10.75
Cordoba, Newport, New Yorker (L6-225)	Std	Torqueflite	TCG	C[4]	2.74	1.54	1.00	n/a	2.22	3	1.90	L	10.75
LeBaron, Cordoba, Newport, New Yorker (V8-318)	Std	Torqueflite	TCG	CF[5]	2.45	1.45	1.00	n/a	2.22	3	1.90	L	10.75
Cordoba, Newport, New Yorker (V8-360)	Std	Torqueflite	TCG	C[4]	2.45	1.45	1.00	n/a	2.22	3	1.90	L	10.75
Dodge Omni (L4-104.7)	Opt	…………	PAF	F	2.47	1.47	1.00	n/a	2.10	3	1.97	L	9.50
Mirada, St. Regis (L6-225)	Std	Torqueflite	TCF	CF[7]	2.74	1.54	1.00	n/a	2.22	3	1.90	L	10.75
Aspen, Diplomat (L6-225)	Std[6]	Torqueflite	TCG	CF	2.74	1.54	1.00	n/a	2.22	3	2.01	L	10.75
Mirada, St. Regis (V8-318)	Std	Torqueflite	TCG	CF[7]	2.45	1.45	1.00	n/a	2.22	3	1.90	L	10.75
Aspen, Diplomat (V8-318)	Std[6]	Torqueflite	TCG	CF	2.45	1.45	1.00	n/a	2.22	3	2.01	L	10.75
Mirada, St. Regis (V8-360)	Std	Torqueflite	TCG	CF	2.45	1.45	1.00	n/a	2.22	3	1.90	L	10.75
Plymouth Horizon (L4-104.7)	Opt	…………	PAF	F	2.47	1.47	1.00	n/a	2.10	3	1.97	L	9.50
Volare (L6-225)	Opt	Torqueflite	TCG	CF	2.74	1.54	1.00	n/a	2.22	3	2.01	L	10.75
Gran Fury (L6-225)	Std	Torqueflite	TCG	C	2.74	1.54	1.00	n/a	2.22	3	1.90	L	10.75
Volare (V8-318)	Opt	Torqueflite	TCG	CF	2.45	1.45	1.00	n/a	2.22	3	2.01	L	10.75
Gran Fury (V8-318)	Std	Torqueflite	TCG	CF	2.45	1.45	1.00	n/a	2.22	3	1.90	L	10.75
Gran Fury (V8-360)	Std	Torqueflite	TCG	CF	2.45	1.45	1.00	n/a	2.22	3	1.90	L	10.75
FORD MOTOR CO.													
Ford Fairmont, Mustang, Pinto (L4-140)	Opt	Select-Shift	TCG	F[8]	2.47	1.47	1.00	n/a	2.11	3	2.49	L	10.25
Fairmont, Mustang (Turbo) (L4-140)	Opt	Select-Shift	TCG	C	2.46	1.46	1.00	n/a	2.19	3	2.30[10]	L	10.25
Fairmont, Mustang (L6-200)	Opt	Select-Shift	TCG	F[9]	2.46	1.46	1.00	n/a	2.19	3	2.02[11]	L	12.00
Granada (L6-250)	Opt	Select-Shift	TCG	C	2.46	1.46	1.00	n/a	2.19	3	2.30	L	11.00
Fairmont, Mustang, Granada, Thunderbird (V8-255)	Opt[12]	Select-Shift	TCG	C[13]	2.46	1.46	1.00	n/a	2.19	3	2.09[14]	L	12.00
Granada (V8-302)	Opt	Select-Shift	TCG	C	2.46	1.46	1.00	n/a	2.19	3	2.00	L	12.00
Thunderbird (V8-302)	Std	Auto. Overdrive	IOD	C	2.47	1.47	1.00	.67	2.00	3	2.29	L	11.40
Ford (V8-302)	Std	Select-Shift	TCG	C	2.46	1.46	1.00	n/a	2.20	3	1.97	L	12.00
Ford (V8-351)	Std	Select-Shift	TCG	C	2.46	1.46	1.00	n/a	2.18	3	1.85	L	12.00
Mercury Bobcat, Capri, Zephyr (L4-140)	Opt	Select-Shift	TCG	F[15]	2.47	1.47	1.00	n/a	2.11	3	2.49	L	10.25
Capri, Zephyr (Turbo) (L4-140)	Opt	Select-Shift	TCG	F[15]	2.47	1.47	1.00	n/a	2.11	3	2.49	L	10.25
Capri, Zephyr (L6-200)	Opt	Select-Shift	TCG	F[15]	2.46	1.46	1.00	n/a	2.19	3	2.09[16]	L	12.00
Monarch (L6-250)	Opt	Select-Shift	TCG	C	2.46	1.46	1.00	n/a	2.19	3	2.30	L	12.00
Capri, Zephyr, Monarch, Cougar (V8-255)	Opt[17]	Select-Shift	TCG	C[18]	2.46	1.46	1.00	n/a	2.19	3	2.09[19]	L	12.00
Monarch (V8-302)	Opt	Select-Shift	TCG	C	2.46	1.46	1.00	n/a	2.19	3	2.00	L	12.00
Cougar (V8-302)	Std	Auto. Overdrive	IOD	C	2.47	1.47	1.00	.67	2.00	3	2.29	L	12.00
Mercury (V8-302)	Std	Select-Shift	TCG	C	2.46	1.46	1.00	n/a	2.20	3	1.97	L	12.00
Mercury (V8-351)	Std	Select-Shift	TCG	C	2.46	1.46	1.00	n/a	2.18	3	1.85	L	12.00
Lincoln Lincoln, Mark VI (V8-302)	Std	Auto. Overdrive	TCG	C	2.40	1.47	1.00	.67	2.00	3	2.29	L	12.00
Versailles (V8-302)	Std	Select-Shift	TCG	C	2.46	1.46	1.00	n/a	2.19	3	2.09	L	12.00
Lincoln, Mark VI (V8-351)	Std	Auto. Overdrive	TCG	C	2.40	1.46	1.00	.67	2.00	3	1.98	L	12.00
GENERAL MOTORS CORP.													
Buick Skylark (L4-151) (V6-173)	Opt	Turbo-Hydramatic	TCG	C	2.84	1.60	1.00	n/a	2.07	3	1.95	L	10.00
Century, LeSabre (Turbo) (V6-231); Skyhawk, Century, LeSabre (V6-231)	Opt[20]	Turbo-Hydramatic	TCG	C	2.52	1.52	1.00	n/a	1.93	3	2.45	L	11.75
Riviera (Turbo) (V6-231)	Std	Turbo-Hydramatic	TCG	C	2.74	1.57	1.00	n/a	2.07	3	2.20	L	12.20
LeSabre, Electra (V6-252)	Std	Turbo-Hydramatic	TCG	C	2.52	1.52	1.00	n/a	1.93	3	2.00	L	12.20
Century (V8-260) (V8-301)	Opt	Turbo-Hydramatic	TCG	C	2.74	1.57	1.00	n/a	2.07	3	2.20	L	11.75
LeSabre (V8-301)	Std	Turbo-Hydramatic	TCG	C	2.52	1.52	1.00	n/a	1.93	3	1.90	L	11.75
LeSabre, Estate Wagon (V8-301); LeSabre (Diesel) (V8-350) (V8-350)	Std	Turbo-Hydramatic	TCG	C	2.52	1.52	1.00	n/a	1.93	3	2.00	L	12.20
Century (V8-305)	Opt	Turbo-Hydramatic	TCG	C	2.52	1.52	1.00	n/a	1.93	3	2.45	L	11.75
Electra (Diesel) (V8-350)	Std	Turbo-Hydramatic	TCG	C	2.74	1.57	1.00	n/a	2.07	3	2.20	L	11.75
Riviera (V8-350)	Std	Turbo-Hydramatic	TCG	C	2.74	1.57	1.00	n/a	2.07	3	2.20	L	12.20
Electra, Estate Wagon (Diesel) (V8-350) (V8-350)	Std	Turbo-Hydramatic	TCG	C	2.48	1.48	1.00	n/a	2.08	3	2.00	L	12.20
Chevrolet Chevette (L4-98)	Opt	Turbo-Hydramatic	TCG	F	2.40	1.48	1.00	n/a	1.92	3	2.20	L	9.00
Citation (L4-151) (V6-173)	Opt	Turbo-Hydramatic	TCG	C	2.84	1.60	1.00	n/a	2.07	3	1.90	L	10.00
Monza (L4-151)	Opt	Turbo-Hydramatic	TCG	F	2.74	1.57	1.00	n/a	2.07	3	2.00	L	10.00
Malibu, El Camino, Camaro, Monte Carlo, Chevrolet (V6-229)	Opt[21]	Turbo-Hydramatic	TCG	CF[20]	2.74	1.57	1.00	n/a	2.07	3	2.35	L	11.75
Chevrolet (V6-229); Monte Carlo (V6-231 (Turbo)	Std	Turbo-Hydramatic	TCG	CF[20]	2.52	1.52	1.00	n/a	1.93	3	2.00	L	11.75
Malibu, El Camino, Monza, Camaro, Monte Carlo, Chevrolet (V6-231)	Std[22]	Turbo-Hydramatic	TCG	CF[23]	2.52	1.52	1.00	n/a	1.93	3	2.00	L	11.75
Chevrolet (V8-267)	Std	Turbo-Hydramatic	TCG	C	2.74	1.57	1.00	n/a	2.07	3	2.35	L	11.75
Malibu, El Camino, Camaro, Monte Carlo, Chevrolet (V8-267)	Std	Turbo-Hydramatic	TCG	CF[20]	2.52	1.52	1.00	n/a	1.93	3	2.00	L	11.75
Monte Carlo (V8-305)	Std	Turbo-Hydramatic	TCG	CF	2.74	1.57	1.00	n/a	2.07	3	2.35	L	11.75
Corvette, Malibu, El Camino, Camaro, Monte Carlo, Chevrolet (V8-305)	Opt[24]	Turbo-Hydramatic	TCG	CF[25]	2.52	1.52	1.00	n/a	1.93	3	2.00	L	11.75
Corvette, Camaro, Chevrolet (V8-350)	Opt[26]	Turbo-Hydramatic	TCG	CF[25]	2.52	1.52	1.00	n/a	1.93	3	2.00	L	11.75
Cadillac DeVille, Brougham (V8-350)	Std	Turbo-Hydramatic	TCG	C	2.74	1.57	1.00	n/a	2.07	3	2.00	L	11.75
Eldorado, Seville (V8-350) (V8-368)	Std	Turbo-Hydramatic	TCG	C	2.74	1.57	1.00	n/a	2.07	3	2.00	L	12.20
DeVille, Brougham (V8-368)	Std	Turbo-Hydramatic	TCG	C	2.48	1.48	1.00	n/a	2.07	3	2.00	L	12.20
Oldsmobile Starfire (L4-151)	Opt	Turbo-Hydramatic	TCG	F	2.74	1.57	1.00	n/a	2.07	3	2.15	L	11.75
Omega (L4-151) (V6-173)	Opt	Turbo-Hydramatic	TCG	C	2.84	1.60	1.00	n/a	2.07	3	1.90	L	10.00
Delta 88, Cutlass (V6-231)	Opt[27]	Turbo-Hydramatic	TCG	C	2.74	1.57	1.00	n/a	2.07	3	2.20	L	11.75
Delta 88 (V6-231); Cutlass (V6-231) (V8-260) (V8-305)	Opt[27]	Turbo-Hydramatic	TCG	C	2.52	1.52	1.00	n/a	1.93	3	2.00	L	12.20
Starfire (V6-231)	Opt	Turbo-Hydramatic	TCS	F	2.52	1.52	1.00	n/a	1.93	3	2.50	L	11.75

1980 U.S. PASSENGER CARS

AUTOMATIC TRANSMISSION

PASSENGER CARS MAKE AND MODEL	Availability	TRADE NAME	Type	Selector Location	GEAR RATIOS Low	Intermediate	High	Overdrive	Reverse	TORQUE CONVERTER No. of Elements	Max. Ratio at Stall	Type of Cooling	Diameter (in.)
General Motors Corp. (cont'd.)													
Oldsmobile .... Cutlass (Diesel) (V8-260); Delta 88 (V8-260)	Opt[27]	Turbo-Hydramatic	TCG	C	2.74	1.57	1.00	n/a	2.07	3	2.00	L	11.75
.... Cutlass (V8-305)	Opt	Turbo-Hydramatic	TCG	C	2.74	1.57	1.00	n/a	2.07	3	2.20	L	11.75
.... Delta 88, Custom Cruiser (V8-307) (V8-350)	Std	Turbo-Hydramatic	TCG	C	2.52	1.52	1.00	n/a	1.93	3	1.90[28]	L	11.75[29]
.... 98 (V8-307) (V8-350)	Std	Turbo-Hydramatic	TCG	C	2.48	1.48	1.00	n/a	2.08	3	2.00	L	12.20
.... Toronado (V8-307) (V8-350) (Diesel) (V8-350)	Std	Turbo-Hydramatic	TCG	C	2.74	1.57	1.00	n/a	2.07	3	2.00	L	12.20
.... Cutlass, Delta 88, Custom Cruiser, 98 (Diesel) (V8-350)	Std[30]	Turbo-Hydramatic	TCG	C	2.74	1.57	1.00	n/a	2.07	3	2.20	L	11.75
Pontiac .... Sunbird (L4-151)	Opt	Turbo-Hydramatic	TCG	F	2.79	1.57	1.00	n/a	2.07	3	2.15	L	10.00
.... Phoenix (L4-151) (V6-173)	Opt	Turbo-Hydramatic	TCG	C	2.84	1.60	1.00	n/a	2.07	3	1.90	L	10.00
.... Sunbird (V6-231)	Opt	Turbo-Hydramatic	TCG	F	2.52	1.52	1.00	n/a	1.93	3	2.50	L	11.75
.... Firebird (V6-231) (V8-260)	Opt	Turbo-Hydramatic	TCG	CF	2.52	1.52	1.00	n/a	1.92	3	2.60[31]	L	11.75
.... LeMans, Pontiac (V6-231)	Opt[32]	Turbo-Hydramatic	TCG	CF[33]	2.52	1.52	1.00	n/a	1.93	3	2.00	L	12.20
.... Grand Prix (V6-231) (V8-260)	Std	Turbo-Hydramatic	TCG	CF	2.52	1.52	1.00	n/a	1.93	3	1.90	L	11.75
.... Grand Prix (V8-260) (V8-305)	Std	Turbo-Hydramatic	TCG	CF	2.52	1.52	1.00	n/a	1.93	3	2.00	L	12.20
.... LeMans, Pontiac (V8-260)	Opt[32]	Turbo-Hydramatic	TCG	CF	2.74	1.57	1.00	n/a	2.07	3	2.10	L	12.20
.... Pontiac (V8-301)	Std	Turbo-Hydramatic	TCG	C	2.52	1.52	1.00	n/a	1.92	3	2.10	L	11.75
.... LeMans, Grand Prix (V8-301)	Opt[34]	Turbo-Hydramatic	TCG	CF	2.74	1.57	1.00	n/a	2.07	3	2.10[35]	L	11.75
.... LeMans (V8-301)	Opt	Turbo-Hydramatic	TCG	CF	2.52	1.52	1.00	n/a	1.92	3	2.10	L	11.75
.... Firebird, Grand Prix (V8-301)	Opt[34]	Turbo-Hydramatic	TCG	CF	2.74	1.57	1.00	n/a	2.07	3	2.10[36]	L	11.75
.... Firebird (V8-301)	Opt	Turbo-Hydramatic	TCG	CF	2.52	1.52	1.00	n/a	1.92	3	2.40	L	12.20
.... Firebird (V8-305)	Opt	Turbo-Hydramatic	TCG	CF	2.52	1.52	1.00	n/a	1.92	3	2.20	L	11.75
.... LeMans, Grand Prix (V8-305); Pontiac (V8-350) (Diesel) (V8-350)	Std[37]	Turbo-Hydramatic	TCG	CF[33]	2.52	1.52	1.00	n/a	1.93	3	2.00	L	12.20
.... Pontiac (V8-350) (Diesel) (V8-350)	Std	Turbo-Hydramatic	TCG	C	2.74	1.57	1.00	n/a	2.07	3	2.20	L	11.75

ABBREVIATIONS

C—Steering Column Mounted
CF—Column or Floor Mounted
F—Floor Mounted
IOD—Torque Converter with Planetary Gears and Integral Overdrive
L—Liquid
N/A—Not Applicable
Opt—Optional
PAF—Torque Converter with Planetary Gears and a Parallel Axis Final Drive
STD—Standard
TCG—Torque Converter with Planetary Gears

FOOTNOTES

[1] Floor or Column Mounted on Spirit
[2] Standard on Eagle
[3] Floor Mounted on Eagle
[4] Floor or Column Mounted on Cordoba
[5] 1.55 on Cordoba
[6] Column Mounted on Newport, New Yorker
[7] Floor Mounted on St. Regis
[8] Optional on Aspen
[9] Column Mounted on Fairmont
[10] 2.00 on Mustang
[11] 2.09 on Mustang
[12] Standard on Thunderbird
[13] Floor Mounted on Mustang
[14] 2.00 on Granada
[15] Column Mounted on Zephyr
[16] 2.02 on Zephyr
[17] Standard on Cougar
[18] Floor Mounted on Capri
[19] 2.00 on Monarch
[20] Column Mounted on Chevrolet
[21] Standard on Monte Carlo and Chevrolet
[22] Optional on Monza
[23] Column Mounted on Chevrolet; Floor Mounted on Monza
[24] Standard on Corvette, Monte Carlo, Chevrolet
[25] Column Mounted on Chevrolet; Floor Mounted on Corvette
[26] Standard on Chevrolet
[27] Standard on Delta 88
[28] Also 2.00 on Delta 88, Custom Cruiser (V8-350)
[29] Also 12.20 on Delta 88, Custom Cruiser (V8-350)
[30] Optional on Cutlass
[31] 2.10 on (V8-260)
[32] Standard on Pontiac
[33] Column Mounted on Pontiac
[34] Standard on Grand Prix
[35] 2.00 on Grand Prix
[36] 2.30 on Grand Prix
[37] Optional on LeMans
[38] Standard on LeSabre

Automotive Diesel Engines—1978 by Horsepower Ratings

Horsepower Rating	Total Engines	Total Horsepower (1,000)	Shipments and interplant transfers: Quantity	Shipments and interplant transfers: Value f.o.b. plant ($1,000)
Total	227,543	63,962	227,543	1,383,117
Under 151 151 to 200	20,795	3,333	20,795	73,445
201 to 225	38,076	7,999	38,076	152,103
226 to 250	17,712	4,226	17,712	102,389
251 to 275 276 and over	150,960	48,404	150,960	1,054,180

Source: Dept. of Commerce

1980 U.S. PASSENGER CARS

MANUAL TRANSMISSION

PASSENGER CARS MAKE AND MODEL	TYPE			Shift Lever Location	RATIOS						Synchronous Meshing
	3 Speed	4 Speed	5 Speed		First	Second	Third	Fourth	Fifth	Reverse	
AMERICAN MOTORS CORP.											
Spirit, Concord (L4-151)	NA	Std	NA	F	3.50	2.21	1.43	1.00	......	3.39	AF
Spirit, Concord, AMX, Pacer (L6-258)	NA	Std	NA	F	4.07	2.57	1.66	1.00	......	3.95	AF
CHECKER MOTORS CORP.											
All Models (V6-229) (V8-267) (V8-305) (V8-350)	NA	NA	NA	......	......	......	......	......	......	......	......
CHRYSLER CORP.											
Plymouth Horizon (4-104.7)	NA	Std	NA	F	3.45	1.94	1.29	0.97	......	3.17	AF
Volare (6-225)	Std	......	NA	F	3.08	1.70	1.00	......	......	2.90	AF
Volare (6-225)	......	Opt.-OD	NA	F	3.09	1.67	1.00	0.71	......	3.00	AF
Dodge Omni (4-104.7)	NA	Std	NA	F	3.45	1.94	1.29	0.97	......	3.17	AF
Aspen (6-225)	Std	......	NA	F	3.08	1.70	1.00	......	......	2.90	AF
Aspen (6-225)	......	Opt.-OD	NA	F	3.09	1.67	1.00	0.71	......	3.00	AF
FORD MOTOR CO.											
Ford Pinto, Fairmont, Mustang (4-140)	NA	Std	NA	F	3.98	2.14	1.42	1.00	......	3.99	AF
Mustang (4-140) Turbo	NA	Std	NA	F	4.07	2.57	1.66	1.00	......	3.95	AF
Fairmont, Mustang (6-200)	NA	Std-OD	NA	F	3.29	1.84	1.00	0.81	......	3.29	AF
Granada (6-250)	NA	Std-OD	NA	F	3.29	1.84	1.00	0.81	......	3.29	AF
Mercury Bobcat, Zephyr, Capri (4-140)	NA	Std	NA	F	3.98	2.14	1.42	1.00	......	3.99	AF
Capri (4-140) Turbo	NA	Std	NA	F	4.07	2.57	1.66	1.00	......	3.95	AF
Zephyr, Capri (6-200)	NA	Std-OD	NA	F	3.29	1.84	1.00	0.81	......	3.29	AF
Monarch (6-250)	NA	Std-OD	NA	F	3.29	1.84	1.00	0.81	......	3.29	AF
GENERAL MOTORS CORP.											
Chevrolet Chevette (L4-98)	NA	Std	NA	F	3.75	2.16	1.38	1.00	......	3.82	AF
Monza (L4-151)	NA	Std	NA	F	3.50	2.48	1.66	1.00	......	3.50	AF
Citation (L4-151) (V6-173)	NA	Std	NA	F	3.53	1.96	1.24	0.81	......	3.42	AF
Camaro, Malibu Series (V6-229)	Std	NA	NA	F	3.50	1.89	1.00		......	3.62	AF
Monza (V6-231)	NA	Opt	NA	F	3.50	2.48	1.66	......	......	3.50	AF
Camaro, Malibu Series (V8-305)	NA	Opt	NA	F	2.85	2.02	1.35	1.00	......	2.85	AF
Camaro (V8-350)	NA	Opt	NA	F	3.42	2.28	1.45	1.00	......	3.51	AF
Corvette (V8-350)	NA	Std	NA	F	2.88	1.91	1.33	1.00	......	2.78	AF
Pontiac Sunbird (L4-151) (V6-231)	NA	Std		F	3.50	2.48	1.66	1.00	0.80	3.50	AF
Phoenix (L4-151) (V6-173)	NA	Std		F	3.53	1.96	1.24	0.81	......	3.42	AF
LeMans, Firebird (V6-231)	Std	NA		F	3.11	1.84	1.00	......	......	3.22	AF
Oldsmobile Starfire (L4-151) (V6-231)	NA	Std	NA	F	3.50	2.48	1.66	1.00	......	3.50	AF
Omega (L4-151) (V6-173)	NA	Std	NA	F	3.53	1.96	1.24	0.81	......	3.42	AF
Cutlass (V6-231)	Std	NA	NA	F	3.50	1.89	1.00	......	......	3.62	AF
Buick Skyhawk (V6-231)	NA	Std	Opt	F	3.50	2.48	1.66	1.00	......	3.50	AF
Skylark (L4-151) (V6-173)	NA	Std	NA	F	3.53	1.95	1.24	0.81	......	3.42	AF
Century Series (V6-231)	Std	NA	NA	F	3.50	1.81	1.00	......	......	3.62	AF
VOLKSWAGEN OF AMERICA											
Rabbit (L4-89) (L4-97)	NA	Std	Opt	F	3.45	1.94	1.29	0.97	0.76	3.17	AF

ABBREVIATIONS

AF—All Forward Gears
F—Floor
NA—Not Available
OD—Overdrive
Opt—Optional
Std—Standard

Circle 185 on Information Card →

1980 U.S. PASSENGER CARS
SELECTED BODY DIMENSIONS

Manufacturer & Model	Body Type	Wheel-base (in.)	Tread (in.)		Overall Dimensions (in.)			Minimum Ground Clearance and Location	Luggage Capacity cu. ft.
			Front	Rear	Length	Width	Height		
AMERICAN MOTORS CORP.									
… Spirit	Sedan, 2d	96.00	58.09	57.04	167.00	71.96	51.60	4.16 CC	......
… Spirit	Liftback, 2d	96.00	58.09	57.04	167.24	71.88	51.49	4.17 CC	......
… Concord	Sedan, 2d	108.00	57.64	57.06	185.00	71.00	51.87	4.22 CC	11.45
… Concord	Sedan, 4d	108.00	57.64	57.06	185.00	71.00	51.31	3.69 CC	11.45
… Concord	Wagon, 4d	108.00	57.64	57.06	185.00	71.00	51.55	3.95 CC	......
… Pacer	Sedan, 2d	100.00	61.08	60.00	173.91	77.06	52.75	4.61 TP	......
… Pacer	Wagon, 2d	100.00	61.08	60.00	178.82	77.06	53.08	4.90 TP	......
… Eagle	Sedan, 2d	109.27	59.64	57.56	184.00	71.00	55.59	6.94 TP	11.45
… Eagle	Sedan, 4d	109.27	59.64	57.56	184.00	71.00	55.14	6.96 TP	11.45
… Eagle	Wagon, 4d	109.27	59.64	57.56	184.00	71.00	55.05	6.95 TP	56.98
CHECKER MOTORS CORP.									
… Taxicab	Sedan, 4d	120.00	64.45	63.31	201.60	78.00	62.75	7.50 RSA	12.20
… Marathon	Sedan, 4d	129.00	64.45	63.31	210.60	78.00	62.75	7.50 RSA	12.20
CHRYSLER CORP.									
Plymouth … Horizon	Hatchback, 2d	96.70	56.10	55.60	172.80	66.70	51.20	5.00 CC	10.70
… Horizon	Hatchback, 4d	99.20	56.10	56.60	164.90	65.80	53.50	5.00 CC	10.50
… Volare	Coupe, 2dr	108.70	60.00	59.50	200.30	72.40	53.60	6.00 CC	16.40
… Volare	Coupe, 4dr	112.70	60.00	59.50	204.30	72.40	55.30	5.90 CC	16.40
… Volare	Wagon, 4dr	112.70	60.00	59.50	204.30	72.40	55.50	5.80 CC	......
… Gran Fury	Hardtop, 4 dr	118.50	61.90	62.00	220.20	77.60	54.50	5.40 CC	21.30
Dodge … Omni	Hatchback, 2dr	96.70	56.10	55.60	173.30	66.70	51.20	5.00 CC	10.70
… Omni	Hatchback, 4dr	99.20	56.10	55.60	164.80	65.80	53.50	5.00 CC	10.50
… Aspen	Coupe, 2dr	108.70	60.00	59.50	200.30	72.40	53.60	6.00 CC	16.40
… Aspen	Sedan, 4dr	112.70	60.00	59.50	204.30	74.40	55.30	5.90 CC	16.40
… Aspen	Wagon, 4dr	112.70	60.00	59.50	204.30	72.40	55.50	5.80 CC	......
… Diplomat	Coupe, 2dr	108.70	60.00	59.50	201.20	74.20	53.40	5.90 CC	14.80
… Diplomat	Sedan, 4dr	112.70	60.00	59.50	205.20	74.20	55.30	5.90 CC	15.60
… Diplomat	Wagon, 4dr	112.70	60.00	59.50	205.50	74.20	55.50	5.80 CC	......
… Mirada	Hardtop, 2dr	112.70	60.00	59.50	209.50	72.70	53.30	6.10 CC	16.70
… St. Regis	Hardtop, 4dr	118.50	61.90	62.00	220.20	77.60	54.50	5.40 CC	21.30
Chrysler … Newport	Hardtop, 4dr	118.50	61.90	62.00	220.20	77.60	54.50	5.40 CC	21.30
… New Yorker	Hardtop, 4dr	118.50	61.90	62.00	221.50	77.60	54.50	5.40 CC	21.30
… Cordoba	Hardtop, 2dr	112.70	60.00	59.50	209.80	72.70	53.30	6.10 CC	16.70
… Cordoba 300	Hardtop, 2dr	112.70	60.00	59.50	209.50	72.70	53.30	6.10 CC	16.70
… LeBaron	Coupe, 2dr	108.70	60.00	59.50	201.20	74.20	53.40	5.90 CC	14.80
… LeBaron	Sedan, 4dr	112.70	60.00	59.50	205.20	74.20	55.30	5.90 CC	15.60
… LeBaron	Wagon, 4dr	112.70	60.00	59.50	205.50	74.20	55.50	5.80 CC	......
FORD MOTOR CO.									
Ford … Pinto	Sedan, 2dr; Sedan, 3dr	94.50	55.00	55.80	170.80	69.40	50.50	4.63 CCG	8.20
… Pinto	Wagon, 2dr	94.80	55.00	55.80	180.60	69.70	52.00	5.14 CCG	......
… Fairmont	Sedan, 2dr; Sedan, 4dr	105.50	56.00	57.00	195.50	71.00	52.90	4.38 CCG	16.80
… Fairmont	Coupe, 2dr	105.50	56.00	57.00	197.40	71.00	51.70	4.38 CCG	16.10
… Fairmont	Wagon, 4dr	105.50	56.00	57.00	195.50	71.00	54.20	4.38 CCG	......
… Mustang	Coupe, 2dr; Hatchback, 3dr	100.40	56.60	57.00	179.10	69.10	51.40	5.67 RSA	10.00[1]
… Granada	Sedan, 2dr; Sedan, 4dr	109.90	59.00	57.70	199.70	74.50	53.20[2]	4.62 CCG	15.40
… LTD	Sedan, 2dr; Sedan, 4dr	114.30	62.20	62.00	209.30	77.50	54.70	5.17 RSB	22.40
… LTD	Wagon, 4dr	114.30	62.20	62.00	215.00	79.30	57.40	5.63 RSB	......
… Thunderbird	Sedan, 2dr	108.40	58.10	57.00	200.40	74.10	53.00	4.89 CCG	17.70
Mercury … Bobcat	Sedan, 3dr	94.50	55.00	55.80	170.80	69.40	50.50	4.63 CCG	......
… Bobcat	Wagon, 2dr	94.80	55.00	55.80	180.60	69.70	52.00	5.14 CCG	......
… Capri	Sedan, 3dr	100.40	56.60	57.00	179.10	69.10	51.40	5.67 RSA	......
… Zephyr	Sedan, 2dr; Sedan, 4dr	105.50	56.60	57.00	195.50	71.00	52.90	4.38 CCG	16.80
… Zephyr	Coupe, 2dr	105.50	56.60	57.00	197.40	71.00	51.70	4.38 CCG	16.80
… Zephyr	Wagon, 4dr	105.50	56.60	57.00	195.50	71.00	52.90	4.38 CCG	......
… Monarch	Sedan, 2dr; Sedan, 4dr	109.90	59.00	57.70	199.70	74.50	53.20[2]	4.62 CCG	15.40
… Cougar XR-7	Sedan, 2dr	108.40	58.10	57.00	200.40	74.10	53.00	4.89 CCG	17.70
… Mercury	Sedan, 2dr; Sedan, 4dr	114.30	62.20	62.00	[illegible]	77.50	54.70	5.17 RSB	22.40
Lincoln … Lincoln	Sedan, 2dr; Sedan, 4dr	117.30	62.20	62.00	[illegible]	78.10	55.40[3]	5.68 RSA	22.40
… Mark VI	Sedan, 2dr	114.30	62.20	62.00	216.00	78.10	55.40	5.68 RSA	23.10
… Mark VI	Sedan, 2dr	117.30	62.20	62.00	[illegible]	78.10	56.30	5.68 RSA	23.00
… Versailles	Sedan, 4dr	109.90	59.00	57.70	[illegible]	74.50	54.30	5.14 CCG	14.60
GENERAL MOTORS CORP.									
Buick … Skyhawk	Hatchback Coupe, 2 dr	97.00	54.70	53.60	179.30	65.40	50.80	4.80 CC	27.80
… Skylark	Coupe, 2 dr; Sedan, 4 dr	104.90	58.70	57.00	181.90	67.70	53.50	6.10 F	14.30
… Century	Coupe, 2 dr	108.10	58.50	57.80[5]	195.90	71.10	54.60	NA	16.10
… Regal	Coupe, 2 dr	108.10	58.50	57.80[5]	200.30	71.10	54.60	NA	16.30
… Century	Sedan, 4 dr	108.10	58.50	57.80[5]	195.90	71.10	55.50	NA	16.10
… Century	Wagon, 4 dr	108.10	58.50	57.80[5]	196.00	71.10	55.50	NA	71.80
… LeSabre	Coupe, 2 dr; Sedan, 4 dr	116.00	61.80	60.70	217.40	78.00	55.00	NA	20.80
… LeSabre	Wagon, 4 dr	115.90	62.20	64.10	218.80	80.10	57.10	NA	87.80
… Electra	Coupe, 2 dr	118.90	61.80	61.00	220.30	78.00	54.20	NA	20.80
… Electra	Sedan, 4 dr	118.90	61.80	61.00	220.30	78.00	55.60	NA	20.80
… Estate	Wagon, 4 dr	116.00	62.20	64.10	218.80	80.10	57.10	NA	87.90
… Riviera	Coupe, 2 dr	114.00	59.30	60.00	206.60	72.70	54.10	NA	15.80
Cadillac … Brougham	Sedan, 4 dr	121.40	61.70	60.70	221.00	76.40	56.70	5.90 FSG	19.60
… DeVille	Sedan, 2 dr	121.40	61.70	60.70	221.00	76.40	54.60	5.90 FSG	19.60
… DeVille	Sedan, 4 dr	121.40	61.70	60.70	221.00	76.40	55.60	5.90 FSG	19.60
… Fleetwood	Sedan, 4 dr	144.50	61.70	60.70	244.10	76.40	56.90	5.90 FSG	......
… Eldorado	Coupe, 2 dr	114.00	59.30	60.60	204.50	71.50	54.20	5.50 FC	15.00
… Seville	Sedan, 4 dr	114.00	59.30	60.60	204.80	71.40	54.30	5.50 FC	14.50
Chevrolet … Chevette	Hatchback Coupe, 2dr	94.30	51.20	51.20	161.90	61.80	52.20	5.20 KB	......
… Chevette	Hatchback Sedan, 4dr	97.30	51.20	51.20	164.90	61.80	52.20	5.20 KB	......
… Monza	Hatchback Coupe, 2dr	97.00	54.80	53.60	179.90	65.40	50.20	4.40 E	......
… Monza	Notchback Coupe, 2dr	97.00	54.80	53.60	179.90	65.40	50.10	4.40 E	6.60
… Citation	Coupe, 2dr; Hatchback, 2dr; 4dr	104.90	58.70	57.00	176.70	68.30	53.10	5.30 F	12.50[1]
… Camaro	Coupe, 2dr	108.00	61.30	60.00	197.60	74.50	49.20	4.80 FC	7.10
… Camaro Berlinetta	Coupe, 2dr	108.00	61.60	60.30	197.60	74.50	49.20	4.80 FC	7.10

← Circle 185 on Information Card

1980 U.S. PASSENGER CARS

SELECTED BODY DIMENSIONS

Manufacturer & Model	Body Type	Wheel-base (in.)	Tread (in.)		Overall Dimensions (in.)			Minimum Ground Clearance and Location	Luggage Capacity cu. ft.
			Front	Rear	Length	Width	Height		
General Motors Corp —cont'd									
Chevrolet Malibu	Coupe, 2dr	108.10	58.50	57.80	192.70	71.50	53.30	5.40 RSA	16.60
Malibu	Sedan, 4dr	108.10	58.50	57.80	192.70	71.50	54.20	5.40 RSA	16.60
Malibu	Wagon, 4dr	108.10	58.50	57.80	193.40	71.20	54.50	5.70 RSA	....
Impala, Caprice	Coupe, 2dr	116.00	61.80	60.80	212.10	75.30	55.90	5.30 FSG	20.90
Impala, Caprice	Sedan, 4dr	116.00	61.80	60.80	212.10	75.30	55.30	5.60 FSG	20.90
Impala, Caprice	Wagon, 4dr	116.00	62.20	64.10	215.10	79.30	57.70	6.00 FSG	....
Monte Carlo	Coupe, 2dr	108.10	58.50	57.80	200.40	71.50	53.90	4.60 RSA	16.10
Corvette	Coupe, 2dr	98.00	58.70	59.50	185.30	69.00	48.10	4.10 CC	8.40
Pontiac Sunbird	Hatchback, 2 dr	97.00	55.30	54.10	179.20	65.40	49.90	4.80 CC	....
Sunbird	Notchback, 2dr	97.00	55.30	54.10	179.20	65.40	49.60	4.80 CC	6.60
Phoenix	Notchback Coupe, 2dr	104.90	58.70	57.00	182.10	69.10	53.50	5.60 FSG	13.90
Phoenix	Hatchback Sedan, 5dr	104.90	58.70	57.00	179.30	69.60	53.40	5.60 FSG	14.70
Firebird	Coupe, 2dr	108.20	61.30	60.00	198.10	73.00	49.30	4.60 CC	7.10
LeMans	Coupe, 2dr	108.10	58.50	57.80	198.60	71.90	53.50	5.60 CC	16.60
LeMans	Sedan, 4dr	108.10	58.50	57.80	198.60	71.90	54.40	5.60 CC	16.60
LeMans	Wagon, 4dr	108.10	58.50	58.00	197.80	72.60	54.80	5.90 CC	....
Catalina, Bonneville	Coupe, 2dr	116.00	61.70	60.70	214.00	76.40	54.70	6.90 CC	20.80
Catalina, Bonneville	Sedan, 2dr	116.00	61.70	60.70	214.00	76.40	55.20	6.90 CC	20.80
Catalina, Bonneville	Wagon, 4dr	116.00	62.10	64.10	216.70	79.90	57.10	6.90 CC	....
Grand Prix	Coupe, 2dr	108.10	58.50	57.80	201.40	72.70	53.30	5.30 CC	16.10
Oldsmobile Starfire	Coupe, 2dr	97.00	54.70	53.60	179.60	65.40	50.20	4.90 CC	27.80
Omega	Notchback Coupe, 2dr; Sedan, 4dr	105.00	58.70	57.00	181.80	69.80	51.90	4.70 SB	14.30
Cutlass Salon	Coupe, 2dr	108.10	58.50	57.70	199.10	71.90	53.20	4.90 RSB	16.10
Cutlass Supreme	Coupe, 2dr	108.10	58.50	57.70	200.90	71.30	53.00	4.70 RSB	16.10
Cutlass Salon, Supreme	Sedan, 4dr	108.10	58.50	57.70	199.10	71.90	54.10	4.90 RSB	16.10
Cutlass Cruiser	Wagon, 4dr	108.10	58.50	57.70	198.40[4]	71.80	54.30	5.10 RSB	....
Delta 88	Coupe, 2dr	116.00	61.70	60.70	218.40	76.30	54.10	5.40 RSB	20.80
Delta 88	Sedan, 4dr	116.00	61.70	60.70	218.40	76.30	54.70	5.40 RSB	20.80
Ninety-Eight	Coupe, 2dr; Sedan, 4dr	119.00	61.70	60.70	221.40	76.30	55.30	5.60 RSB	20.80
Custom Cruiser	Wagon, 4dr	116.00	62.10	64.10	220.30	79.80	56.60	5.20 RSB	....
Toronado	Coupe, 2dr	114.00	59.30	60.00	206.00	71.40	52.50	4.20 RSB	15.20
Volkswagen of America Rabbit	Hardtop, 2 dr & 4 dr	94.50	54.70	53.10	155.30	63.40	55.50	4.90 E	....

ABBREVIATIONS

CC—Catalytic converter
CCG—Catalytic converter grass shield
E—Exhaust
F—Frame
FC—Front crossmember
FSG—Front suspension to ground
KB—K Brace under front crossmember
NA—Not available
RSA—Rear shock absorber
RSB—Rear suspension bracket
SB—Stabilizer bracket
TP—Tailpipe

[1]—Coupe only
[2]—53.30 on Sedan 4 dr
[3]—56.10 on Sedan 4 dr
[4]—199.40 on Brougham models
[5]—58.00 on V-8 models

1979 NEW TRUCK REGISTRATIONS BY WEIGHT GROUPS—U.S.

MAKES	GVW1 0-6	GVW2 6-10	GVW3 10-14	GVW4 14-16	GVW5 16-19.5	GVW6 19.5-26	GVW7 26-33	GVW8 33 & OVER
DODGE	106712	207453	32869	4936	....	....	....	....
(DODGE 1)	60026	112332	26340	....	....	....	....	....
PLYMOUTH*	14428	5250	....	....	....	....	....	....
FORD	296309	734342	456	....	....	53843	15228	22478
(FORD 2)	111758	220692	....	....	....	....	....	....
CHEVROLET	445549	591506	4948	....	1786	34892	1139	5050
(CHEVROLET 3)	205206	172926	....	....	....	....	....	....
G.M.C.	68532	167198	1020	....	1041	24983	1973	18393
(G.M.C. 4)	13871	47114	....	....	....	....	....	....
I.H.	....	23464	....	....	....	27221	27309	38585
JEEP TRUCK	83401	61813	....	....	....	....	....	....
(JEEP 5)	83401	26781	....	....	....	....	....	....
BROCKWAY	....	....	....	....	....	....	....	2
MACK	....	....	....	....	....	....	....	29264
KENWORTH	....	....	....	....	....	....	....	14893
PETERBILT	....	....	....	....	....	....	....	8693
FREIGHTLINER	....	....	....	....	....	....	....	13636
WHITE	....	....	....	....	....	....	....	12505
MISC	258003	14	43	6	31	2687	1666	2360
TOTAL	1272934	1791040	39336	4942	2858	143626	47315	165859

(MEMO TOTAL)—To be included in GVW 1, 2 & 3
1. Includes Vans, Ramcharger & D50
2. Includes Courier, Econoline Van, Ranchero & Bronco
3. Includes Chevy Van, El Camino, Blazer & L.U.V.

*PLYMOUTH includes Trail Duster & Arrow

4. Includes Vans, Jimmy & Caballero
5. Includes Jeep & Cherokee

1980 IMPORTED PASSENGER CARS

MAKE AND MODEL	ENGINE								CHASSIS								Carburetor—No. Used and Type	Cooling Medium	Shifting Method	No. of Forward Speeds	Front Suspension Type	Rear Suspension Type	Service Brake Actuation	Service Brake Type
	Location in Chassis	Number of Cylinders Bore and Stroke (In.)	Max. Brake Horsepower at Specified R.P.M.	Piston Displacement (Cu. In.)	Piston Displacement (Cu. Cm.)	Compression Ratio To—1	Cylinder Arrangement	Cam Location	Wheelbase (In.)	TREAD (In.)		OVERALL DIMENSIONS (In.)			Tires (In.)	Shipping Weight (Lbs.)								
										Front	Rear	Length Including Bumpers and Bumper Guards	Width	Height—Road to Roof, No Load										
BRITAIN																								
Aston Martin Lagonda............V8	FR	8-3.94x3.35	....	326.0	5340	8.50	V	TO	102.8	59.0	59.0	183.0	72.0	52.3	225/70VR15	3800	4-DD	W	HA	5	CS	CS	H	D
............V8	FR	8-3.94x3.95	....	326.0	5340	8.50	V	TO	114.8	59.0	59.0	208.0	71.5	51.3	225/70VR15	3800	4-DD	W	HA	5	CS	CS	H	D
............Volante	FR	8-3.94x3.35	....	326.0	5340	8.50	V	TO	102.8	59.0	59.0	183.0	72.0	52.7	235/70HR15	3900	4-DD	W	HA	5	CS	CS	H	D
Jaguar............XJ12	FR	12-3.54x2.76	244-5250	326.0	5343	7.80	V	OC	112.8	58.3	58.9	200.5	69.8	52.0	205/70VR15	4334	Inj	W	Au	3	CS	CS	HV	D
XJ-S	FR	12-3.54x2.76	244-5250	326.0	5343	9.00	V	OC	102.0	58.6	58.7	192.3	70.6	47.8	205/70VR15	3963	Inj	W	Au	3	CS	CS	HV	D
............XJ-6	FR	6-3.62x4.17	176-4750	258.0	4253	8.10	IL	OC	112.8	58.3	58.9	200.5	69.8	52.1	205/70VR15	4039	Inj	W	Au	3	CS	CS	HV	D
Rover............3500	FR	8-3.50x2.80	133-5000	215.0	3522	8.10	V	OC	110.8	59.3	59.3	191.0	69.6	54.4	195/70x14	3226	Inj	W	HA	[4]	CS	CS	HV	DF
Lotus............Elite	FR	4-3.75x2.72	140-6500	120.5	1973	9.50	IL	OC	97.8	58.5	59.0	179.7	71.5	47.3	205/60VRx14	2413	2-SS	W	HS	5	CS	CS	HV	DF
............Eclat Sprint	FR	4-3.25x2.72	140-6500	120.5	1973	9.50	IL	OC	97.8	58.5	59.0	177.5	71.5	47.3	205/60VRx14	2160	2-SS	W	HA	[4]	CS	CS	HV	DF
Espirit	M	4-3.75x2.72	140-6500	120.5	1973	9.50	IL	OC	96.0	58.5	59.5	168.0	73.3	43.8	[8]	1980	2-SS	W	HS	5	CS	CS	HV	D
MG............MGB	FR	4-3.16x3.50	67-4900	110.0	1798	8.00	IL	IB	91.1	49.5	49.8	158.3	59.9	51.0	165SR14	2335	1-SS	W	HS	4[a]	CS	LS	H	DF
Rolls Royce.......Silver Shadow II	FR	8-4.10x3.90	....	412.0	6750	7.30	V	IB	119.5	57.5	57.5	203.5	71.0	59.8	HR70x15	4900	2-SD	W	Au	3	CS	CS	H	D
............Silver Wrath II	FR	8-4.10x3.90	....	412.0	6750	7.30	V	IB	123.5	57.5	57.5	207.5	71.0	59.8	HR70x15	5100	2-SD	W	Au	3	CS	CS	H	D
............Bently T2	FR	8-4.10x3.90	....	412.0	6750	7.30	V	IB	123.5	57.5	57.5	207.5	71.0	59.8	HR70x15	5100	2-SD	W	Au	3	CS	CS	H	D
............Camargue	FR	8-4.10x3.90	....	412.0	6750	7.30	V	IB	119.5	57.5	57.5	203.5	71.0	59.8	HR70x15	4900	2-SD	W	Au	3	CS	CS	H	D
............Corniche	FR	8-4.10x3.90	....	412.0	6750	7.30	V	IB	119.5	57.5	57.5	203.5	71.0	59.8	HR70x15	5100	2-SD	W	Au	3	CS	CS	H	D
Triumph............Spitfire	FR	4-2.90x3.44	53-5000	91.0	1493	7.50	IL	IB	83.0	49.0	50.0	157.5	58.5	45.6	155SR13	1887	1-SS	W	HS	4[a]	CS	LS	H	DF
............TR7	FR	4-3.56x3.07	89-5250	122.0	1998	8.00	IL	OC	85.0	55.5	55.3	165.4	66.2	49.5	185/70SR13	2487	2-SS	W	HS	5	CS	CS	H	DF
............TR8	FR	8-3.50x2.80	148-5100	215.0	3522	8.10	V	OC	85.0	55.5	55.3	165.4	66.2	49.5	185/70SR13	2586	2-SS	W	HS	5	CS	CS	H	DF
TVR............Taimer	FR	6-3.70x2.85	142-5000	183	2994	8.90	V	IB	90.0	53.8	53.8	155.0	64.0	47.0	185HR14	2335	1-DD	W	HS	4	CS	CS	H	DF
FRANCE																								
Peugeot............504D Sedan	FR	4-3.70x3.26	71-4500	141	2304	22.40	IL	IB	108.0	55.8	52.4	194.4	66.7	61.0	185SR14	3150	Inj	W	HS	[2]	CS	CS	HV	DF
............504D Wagon	FR	4-3.70x3.26	71-4500	141	2304	22.40	IL	IB	114.0	55.8	52.4	194.4	66.7	61.0	185SR14	3205	Inj	W	HS	[2]	CS	CS	HV	DF
............505 2.0 (Diesel)	FR	4-..............	....	......	....	....	IL	OC	107.9	57.5	56.3	....	......	......	175HR14	....	Inj	W	HS	[5]	CS	CS	HV	D
............604 SL	FR	6-3.58x2.87	133-5250	174	2849	8.20	V	OC	110.2	59.7	56.3	185.8	69.8	56.3	190/65HR390	3210	1-DD	W	HS	[4]	CS	CS	HV	D
Renault............LeCar	FR	4-2.99x3.03	58-5000	85.0	1397	8.80	IL	IB	95.8	50.2	49.3	142.5	60.0	55.0	145SR13	1777	1-DD	W	HS	4	TB	TB	HV	DF
GERMANY																								
Audi............4000	FR	4-3.13x3.15	76-5500	97.0	1588	8.00	IL	OC	99.5	55.1	55.9	176.7	66.2	53.7	175/70SR13	2133	Inj	W	HS	4	CS	CS	HV	DF
............5000	FR	5-3.12x3.40	100-5300	130.8	2144	8.10	IL	OC	105.5	57.9	56.9	188.4	69.4	54.8	185/70HR14	2624	Inj	W	HA	[4]	CS	CS	HV	DF
BMW............320i	FR	4-3.50x2.80	101-5800	107.7	1766	8.80	IL	OC	100.9	54.6	55.0	177.5	63.4	54.3	185/70SR13	2301	Inj	W	HA	[4]	CS	CS	H	DF
............528i	FR	6-3.15x3.39	169-5500	170.0	2788	8.20	IL	OC	103.8	56.0	57.9	190.0	67.2	55.9	195/70HR14	3059	Inj	W	HA	[4]	CS	CS	H	D
............633CSi	FR	6-3.50x3.39	174-5200	195.7	3210	8.00	IL	OC	110.0	59.1	59.7	197.4	70.9	56.3	195/70HR14	3431	Inj	W	HA	[2]	CS	CS	H	D
............733i	FR	6-3.50x3.39	174-5200	195.7	3210	8.00	IL	OC	130.4	56.0	58.5	192.7	67.9	53.7	205/70HR14	3319	Inj	W	HA	[2]	CS	CS	H	D
Ford Motor Co............Fiesta	FR	4-3.19x3.06	67-5000	97.5	1598	8.50	IL	IB	90.0	52.5	52.0	147.1	61.7	52.5	145SR12	1740	2-DD	W	HS	4[a]	CS	CS	HV	DF
Mercedes-Benz............240D	FR	4-3.58x3.64	67-4000	146.4	2399	21.00	IL	OC	110.0	58.6	56.9	190.9	70.3	56.6	175SR14	3120	Inj	W	HA	4	CT	CT	HV	D
............280E	FR	6-3.39x3.10	83-4200	167.6	2746	8.00	IL	OC	110.0	58.6	56.9	190.9	70.3	56.6	195/70HR14	3430	Inj	W	Au	4	CT	CT	HV	D
............280CE	FR	6-3.39x3.10	83-4200	167.6	2746	8.00	IL	OC	106.7	58.6	56.9	187.5	70.3	54.9	195/70HR14	3410	Inj	W	Au	4	CT	CT	HV	D
............300D	FR	5-3.58x3.64	83-4200	183.0	2998	21.00	IL	OC	110.0	58.6	56.9	190.9	70.3	56.6	195/70HR14	3605	Inj	W	Au	4	CT	CT	HV	D
............300CD	FR	5-3.58x3.64	120-4350	183.0	2998	21.00	IL	OC	106.7	58.6	56.9	187.5	70.3	54.9	195/70HR14	3785	Inj	W	Au	4	CT	CT	HV	D
............300TD	FR	5-3.58x3.64	140-5500	183.0	2998	21.00	IL	OC	110.0	58.6	57.2	190.9	70.3	57.9	195/70HR14	3465	Inj	W	Au	4	CT	CT	HV	D
............280SE	FR	6-3.39x3.10	140-5500	167.6	2746	8.00	IL	OC	112.8	59.9	59.3	205.5	73.6	56.1	185HR14	3445	Inj	W	Au	4	CT	CT	HV	D
............300SD	FR	5-3.58x3.64	140-5500	183.0	2998	21.50	IL	OC	112.8	59.9	59.3	205.5	73.6	56.1	185HR14	3795	Inj	W	Au	4	CT	CT	HV	D
............450SEL	FR	8-3.62x3.35	160-4200	275.8	4520	8.00	V	OC	116.7	59.9	59.3	209.4	73.6	56.3	205/70HR14	3975	Inj	W	Au	3	CT	CT	HV	D
............450SL	FR	8-3.62x3.35	160-4200	275.8	4520	8.00	V	OC	96.9	57.2	56.7	182.3	70.5	50.8	205/70HR14	3750	Inj	W	Au	3	CT	CT	HV	D
............450SCL	FR	8-3.62x3.35	160-4200	275.8	4520	8.00	V	OC	111.0	57.2	56.7	196.4	70.5	52.4	205/70HR14	3750	Inj	W	Au	3	CT	CT	HV	D
Porsche............911SC	R	6-3.74x2.77	172-5500	182.7	2994	8.50	Op	OC	89.4	53.6	52.8	168.9	65.0	52.0	[46]	2425	Inj	A	HS	5	TB	TB	HV	D
............924	FR	4-3.41x3.32	115-5750	121.0	1984	9.00	IL	OC	94.5	55.9	54.0	168.9	66.3	50.2	185/70HR14	2344	Inj	W	HA	[4]	CS	TB	HV	DF
............924 Turbo	FR	4-3.41x3.32	143-5500	121.0	1984	7.50	IL	OC	94.5	55.9	54.0	168.9	66.3	50.2	185/70VR15	2719	Inj	W	HS	5	CS	TB	HV	DF
............928	FR	8-3.74x3.11	219-5250	273.0	4474	8.50	V	OC	98.4	61.1	60.2	175.7	72.3	51.6	[46]	3300	Inj	W	HA	[4]	CS	CS	HV	D
Volkswagen............Dasher	FR	4-3.13x3.15	78-5500	97.0	1588	8.20	IL	OC	97.2	52.7	53.1	173.1	63.6	53.5	155SR13	2085	Inj	W	HA	[2]	CS	CT	HV	DF
............Dasher (Diesel)	FR	4-3.01x3.15	48-5000	89.7	1471	23.5	IL	OC	97.2	52.7	53.1	173.1	63.6	53.5	155SR13	2085	Inj	W	HA	[2]	CS	CT	HV	DF
............Scirocco	FR	4-3.13x3.15	76-5500	97.0	1588	8.20	IL	OC	94.5	54.7	53.5	155.7	63.9	51.5	175/70SR13	1868	Inj	W	HA	[5]	CS	CS	HV	DF
............Rabbit	FR	4-3.13x2.89	62-5400	89.0	1457	8.00	IL	OC	94.5	54.7	53.5	155.3	63.4	55.5	155x13	1750	1-DD	W	HA	[5]	CS	CS	HV	DF
............Rabbit (Diesel)	FR	4-3.01x3.15	48-5000	89.7	1471	23.5	IL	OC	94.5	54.7	53.5	155.3	63.4	55.5	155x13	1818	Inj	W	HA	[5]	CS	CS	HV	DF
ITALY																								
Alfa Romeo............Sprnt Veloce	FR	4-3.31x3.48	....	119.7	1962	9.00	IL	OC	94.5	53.5	53.5	171.0	65.5	52.5	185/70HR14	2660	Inj	W	HS	5	TB	CS	HV	D
............Spider Veloce	FR	4-3.31x3.48	....	119.7	1962	9.00	IL	OC	88.6	51.2	50.1	168.8	64.4	48.8	165HR14	2550	Inj	W	HS	5	TB	CS	HV	D
............Alfa Romeo 6	FR	6-3.46x2.68	....	160.7	2492	9.00	V	OC	102.4	55.4	53.7	187.4	66.3	54.9	195/70x14	....	Inj	W	Au	3	TB	CS	HV	D
Ferrari............308GTS	M	8-3.19x2.80	205-6600	178.6	2927	8.80	V	OC	92.1	57.5	57.5	172.4	68.1	49.1	205/70VR14	3225	4-DD	W	HS	5	CT	CT	HV	D
............308GTB	M	8-3.19x2.80	205-6600	178.6	2927	8.80	V	OC	92.3	57.5	57.5	172.4	68.1	49.1	205/70VR14	3159	4-DD	W	HS	5	CT	CT	HV	D
Fiat............XI/9	M	4-3.40x2.52	66-5250	91.4	1498	8.50	IL	OC	86.7	53.3	53.6	156.2	61.8	46.5	165/70SR13	2060	1-DD	W	HS	5	CS	CS	HV	D
............Spider 2000	FR	4-3.31x3.54	80-5000	121.7	1995	8.10	IL	OC	89.7	53.2	52.0	163.0	63.5	48.2	165SR13	2290	1-DD	W	HA	[4]	CS	CS	HV	D
............Brava 2 & 4 Dr Sedan	FR	4-3.31x3.54	80-5000	121.7	1995	8.10	IL	OC	98.0	54.2	51.9	172.4	65.0	54.4	165SR13	2435[10]	1-DD	W	HA	[4]	CS	CS	HV	DF
............Strada 3 & 5 Dr Sedan	FR	4-3.40x2.52	65-5100	91.4	1498	8.50	IL	OC	96.4	55.1	55.5	161.0	64.9	55.1	145SR13	2025[11]	1-DD	W	HS	[4]	CS	LS	HV	DF
Maserati............Merak/SS	M	6-3.61x2.95	180-6000	181	2965	8.50	V	TO	102.3	58.0	56.9	180.0	69.6	44.6	195/70VR15[6]	3200	3-DD	W	HS	5	CS	CS	H	D
............Quattroporte	FR	8-3.70x3.50	288-5200	301	4930	8.60	V	TO	110.2	60.0	60.0	199.6	70.5	53.1	225/70VR15	4650	4-DD	W	Au	3	CS	CS	H	D

1980 IMPORTED PASSENGER CARS

MAKE AND MODEL	ENGINE								CHASSIS															
										TREAD (In.)		OVERALL DIMENSIONS (In.)												
	Location in Chassis	Number of Cylinders Bore and Stroke (In.)	Max. Brake Horsepower at Specified R.P.M.	Piston Displacement (Cu. In.)	Piston Displacement (Cu. Cm.)	Compression Ratio (To—1)	Cylinder Arrangement	Cam Location	Wheelbase (In.)	Front	Rear	Length Including Bumpers and Bumper Guards	Width	Height—Road to Roof, No Load	Tires (In.)	Shipping Weight (Lbs.)	Carburetor—No. Used and Type	Cooling Medium	Shifting Method	No. of Forward Speeds	Front Suspension Type	Rear Suspension Type	Service Brake Actuation	Service Brake Type
JAPAN																								
Datsun 210 2 dr. Sedan	FR	4-2.99x3.03	65-5600	75.5	1237	8.50	IL	IB	92.1	52.4	51.2	165.0	62.2	53.7	6.15x13	1995	1-DD	W	HA	[2]	CS	CS	HV	DF
2 & 4 Dr. Deluxe	FR	4-2.99x3.03	65-5600	85.2	1397	8.50	IL	IB	92.1	52.4	51.2	165.0	62.2	53.7	6.15x13	1990	1-DD	W	HA	[5]	CS	CS	HV	DF
210 2 Dr. Hatchback	FR	4-2.99x3.03	65-5600	85.2	1397	8.50	IL	IB	92.1	52.4	51.2	165.0	62.2	52.6	175SR13	2015	1-Do	W	HS	5	CS	CS	HV	DF
210 Sta. Wagon	FR	4-2.99x3.03	65-5600	85.2	1397	8.50	IL	IB	92.1	52.4	51.2	167.3	62.2	52.6	6.15x13	2070	1-Do	W	HA	[5]	CS	LS	HV	DF
310 2 Dr. Sedan	FR	4-2.99x3.03	65-5600	85.2	1397	8.50	IL	IB	94.3	54.1	53.0	159.0	63.8	53.5	155SR13	1985	1-Do	W	HS	4	CS	CS	HV	DF
310 2 Dr. Coupe	FR	4-2.99x3.03	65-5600	85.2	1397	8.50	IL	IB	94.3	54.1	53.0	159.0	63.8	52.0	165/70SR13	2015	1-Do	W	HS	5	CS	CS	HV	DF
510 2 & 4 Dr. Sedan	FR	4-3.35x3.39	92-5200	119.1	1952	8.50	IL	OC	94.5	52.6	52.4	169.5	63.0	54.7	165SR13	2195	1-Do	W	HA	[2]	CS	CS	HV	DF
510 Hatchback	FR	4-3.35x3.39	92-5200	119.1	1952	8.50	IL	OC	94.5	52.6	52.4	169.5	63.0	53.7	165SR13	2280	1-Do	W	HA	[4]	CS	CS	HV	DF
510 Sta. Wagon	FR	4-3.35x3.39	92-5200	119.1	1952	8.50	IL	OC	94.5	52.6	52.4	172.2	63.0	53.3	165SR13	2390	1-Do	W	HA	[2]	CS	LS	HV	DF
200 SX	FR	4-3.35x3.39	100-5200	119.1	1952	8.50	IL	OC	94.5	53.0	53.0	176.4	66.1	51.6	185/70SR14	2611	Inj	W	HS	5	CS	CS	HV	D
810 2 Dr. Hardtop	FR	6-3.27x2.90	120-5200	146.0	2393	8.90	IL	OC	104.3	53.0	53.0	183.9	64.8	54.5	185SR14	2764	Inj	W	HA	[4]	CS	CS	HV	DF
4 Dr. Sedan	FR	6-3.27x2.90	120-5200	146.0	2393	8.90	IL	OC	104.3	53.0	53.0	183.9	64.8	54.9	185SR14	2764	Inj	W	HA	[2]	CS	CS	HV	DF
810 Sta. Wagon	FR	6-3.27x2.90	120-5200	146.0	2393	8.90	IL	OC	104.3	53.0	53.0	183.9	64.8	56.1	185SR14	2856	Inj	W	HA	[2]	CS	LS	HV	DF
280ZX	FR	6-3.39x3.11	132-5200	168.0	2753	8.60	IL	OC	91.3	54.5	54.3	174.0	66.5	51.0	195/70HR14	2786	Inj	W	HA	[4]	CS	CS	HV	D
280ZX 2+2	FR	6-3.39x3.11	132-5200	168.0	2753	8.60	IL	OC	99.2	54.5	54.3	181.9	66.5	51.4	195/70HR14	2941	Inj	W	HA	[4]	CS	CS	HV	D
Honda Civic 1300 SLA/SLC	FR	4-2.83x3.23	55-5000	81.0	1335	7.90	IL	OC	88.6	53.5	53.5	148.0	62.2	53.0	6.00S12	1722[13]	1-TD	W	HS	4[14]	CS	CS	H	DF
Civic 1500 SRA/SRC/SRD/SRE	FR	4-2.91x3.41	67-5000	91.0	1448	9.00	IL	OC	88.6	53.5	53.5	148.0	62.2	53.0	6.00S12	1780[16]	1-TD	W	HS[17]	4[18]	CS	CS	H	DF
Civic 1500 Wagon WDA/WDB	FR	4-2.91x3.41	67-5000	91.0	1448	9.00	IL	OC	91.3	53.5	53.5	160.8	62.2	54.1	6.15-13	1951[19]	1-7D	W	HS[20]	5[21]	CS	LS	H	DF
Accord 3 dr SMD/E/G/H	FR	4-3.03x3.70	68-4500[22]	106.8	1751	8.00	IL	OC	93.7	55.5	55.1	163.2	64.0	52.6	165SR13	2145[23]	1-TD	W	Au[24]	[4]	CS	CS	H	DF
Accord 4 dr SMJ/K	FR	4-3.03x3.70	68-4500[25]	106.8	1751	8.00	IL	OC	93.7	55.5	55.1	171.9	64.0	53.3	165SR13	2255[26]	1-TD	W	Au[27]	[4]	CS	CS	H	DF
Prelude SNB/F	FR	4-3.03x3.70	68-4500[28]	106.8	1751	8.00	IL	OC	91.3	55.1	55.5	161.4	64.4	51.0	175/70SR13	2146[29]	1-TD	W	Au[30]	[4]	CS	CS	H	DF
Mazda GLC	FR	4-3.03x2.99	65-5000	86.0	1415	9.00	IL	OC	91.1	51.0	51.6	156.0	63.2	53.9	6.15-13-4P	2120	1-DD	W	HA	5	CT	CT	HV	DF
Rx7	FRM	2-Rotor	100-6000	70.0	1146	9.40	....	....	95.3	55.9	55.1	163.7	65.0	49.6	165HR-13[31]	2350	1-FD	W	HA	[5]	CT	CT	HV	DF
626	FR	4-3.15x3.86	75-4500	120.0	1970	8.60	IL	OC	98.8	53.9	54.3	173.8	65.4	53.3	165SR13	2565	1-DD	W	HA	[5]	CT	CS	HV	DF
Mitsubishi Dodge Challenger	FR	4-3.59x3.86	105-5000	155.9	2555	8.20	IL	OC	99.0	53.9	53.3	183.1	65.9	51.7	195/70SR14B	2676	1-DD	W	HA	[4]	CS	CS	HV	DF
Colt Wagon	FR	4-3.59x3.86	105-5000	155.9	2555	8.20	IL	OC	99.0	53.9	53.3	179.3	65.2	52.4	165SR14B	2634	1-DD	W	HA	[4]	CS	CS	HV	DF
Colt Hatchback A152A	FR	4-2.91x3.23	70-5200	86.0	1410	8.80	IL	OC	90.6	53.9	52.8	156.9	62.4	50.6	155SR13B	1808	1-DD	W	HS	4[8]	CS	CS	HV	DF
Colt Hatchback A153A	FR	4-3.03x3.39	80-5200	97.5	1597	8.50	IL	OC	90.6	53.9	52.8	156.9	62.4	50.6	155SR13B	1907	1-DD	W	HA	[2]	CS	CS	HV	DF
Plymouth Arrow Hatchback A144A	FR	4-3.03x3.39	78-5200	97.5	1597	8.50	IL	OC	92.1	51.9	52.6	169.8	63.4	51.0	165SR13B	2107	1-DD	W	HA	[4]	CS	LS	H	DF
Arrow Hatchback A147A	FR	4-3.59x3.86	105-5000	155.9	2555	8.20	IL	OC	92.1	51.9	52.6	169.8	63.4	51.0	165SR1	2279	1-DD	W	HA	[4]	CS	LS	H	D
Sapporo Coupe	FR	4-3.59x3.86	105-5000	155.9	2555	8.20	IL	OC	99.0	53.9	53.3	183.1	66.9	51.8	195/70SR14B	2676	1-DD	W	HA	[4]	CS	CS	H	D
Champ Hatchback A152A	FR	4-2.91x3.23	70-5200	86.0	1410	8.80	IL	OC	90.5	53.9	52.8	156.9	62.4	50.6	6.15-13B	1808	1-DD	W	HS	4[8]	CS	CS	H	DF
Champ Hatchback A153A	FR	4-3.03x3.39	80-5200	97.5	1597	8.50	IL	OC	90.5	53.9	52.8	156.9	62.4	50.6	155SR13B	1907	1-DD	W	HA	[2]	CS	CS	H	DF
Subaru Std. & DL Hatchback M/T	FR	4-3.62x2.36	68-4800	97.0	1595	9.00	OP	IB	93.7	52.4	53.0	156.9	63.4	53.7	155SR-13	2020[32]	1-DD	W	HS	[6]	CS	TB	HV	DF
DL Hatchback A/T	FR	4-3.62x2.64	72-4800	109.0	1781	8.70	OP	IB	93.7	52.4	53.0	156.9	63.4	53.7	155SR-13	2120	1-DD	W	Au	3	CS	TB	HV	DF
Std. & DL Hatchback 4WD	FR	4-3.62x2.36	67-5200	97.0	1595	8.50	OP	IB	93.3	51.6	53.0	156.7	63.8	55.7	155SR-13	2155[33]	1-DD	W	HS	4	CS	TB	HV	DF
DL Sedan M/T	FR	4-3.62x2.36	68-4800	97.0	1595	9.00	OP	IB	96.9	52.4	53.0	167.3	63.4	53.7	155SR-13	2070	1-DD	W	HS	[6]	CS	TB	HV	DF
GL Sedan A/T	FR	4-3.62x2.64	72-4800	109.0	1781	8.70	OP	IB	96.9	52.4	53.0	168.1	63.6	53.7	175/70HR13	2170	1-DD	W	Au	3	CS	TB	HV	DF
DL Hardtop M/T	FR	4-3.62x2.36	68-4800	97.0	1595	9.00	OP	IB	96.9	52.4	53.0	167.3	63.4	53.2	155SR-13	2060	1-DD	W	HS	[6]	CS	TB	HV	DF
GLF Hardtop A/T	FR	4-3.62x2.64	72-4800	109.0	1781	8.70	OP	IB	96.9	52.4	53.0	168.1	63.6	53.2	175/70HR13	2165	1-DD	W	Au	3	CS	TB	HV	DF
DL Sta. Wagon M/T	FR	4-3.62x2.36	67-5200	97.0	1595	8.50	OP	IB	96.7	52.2	53.0	168.5	63.4	54.7	155SR-13	2185	1-DD	W	HS	[6]	CS	TB	HV	DF
GL Sta. Wagon A/T	FR	4-3.62x2.64	72-4800	109.0	1781	8.70	OP	IB	96.7	52.2	53.0	169.3	63.6	54.7	175/70HR13	2270	1-DD	W	Au	3	CS	TB	HV	DF
DL & GL Sta. Wagon 4WD	FR	4-3.62x2.36	67-5200	97.0	1595	8.50	OP	IB	96.3	51.6	52.8	168.3	63.8	56.9	175/70HR13	2305[34]	1-DD	W	HS	4	CS	TB	HV	DF
DL 4WD O.M.P.V. (BRAT)	FR	4-3.62x2.36	67-5200	97.0	1595	8.50	OP	IB	96.5	49.8	49.4	164.8	61.0	56.7	175/70HR13	2200	1-DD	W	HS	4	CS	TB	HV	DF
Toyota Corolla Tercel 2 dr Sedan	FR	4-3.05x3.03	60-2800	88.6	1452	9.00	IL	OC	98.4	52.4	51.8	160.0	52.4	52.6	155SR12	....	1-DD	W	HA	[5]	CS	CS	HV	DF
Tercel Deluxe 2 dr Sedan	FR	4-3.05x3.03	60-2800	88.6	1452	9.00	IL	OC	98.4	52.4	51.8	160.0	52.4	52.8	145SR13	....	1-DD	W	HA	[5]	CS	CS	HV	DF
Tercel Deluxe Liftback	FR	4-3.05x3.03	60-2800	88.6	1452	9.00	IL	OC	98.4	52.4	51.8	160.0	52.4	52.8	145SR13	1780	1-DD	W	HA	[5]	CS	CS	HV	DF
Tercel SR-5 Liftback	FR	4-3.05x3.03	60-2800	88.6	1452	9.00	IL	OC	98.4	52.4	51.8	160.0	52.4	52.8	165/70SR13	....	1-DD	W	HA	[5]	CS	CS	HV	DF
Corolla 2 dr Sedan 2 and 4 dr Sedan Deluxe	FR	4-3.35x3.07	75-5000	108.0	1770	9.00	IL	IB	94.5	52.2	52.6	166.3	63.4	53.0	6.45x13[35]	2000	1-DD	W	HA	[4]	CS	CS	HV	DF
Corolla 5 dr Wagon	FR	4-3.35x3.07	75-5000	108.0	1770	9.00	IL	IB	94.5	52.2	52.6	168.9	63.4	53.0	165SR13	....	1-DD	W	HA	[4]	CS	LS	HV	DF
Corolla SR-5 Liftback	FR	4-3.35x3.07	75-5000	108.0	1770	9.00	IL	IB	94.5	52.8	53.1	168.3	64.0	50.8	185/70SR13	....	1-DD	W	HA	[4]	CS	CS	HV	DF
Corolla Deluxe Liftback	FR	4-3.35x3.07	75-5000	108.0	1770	9.00	IL	IB	94.5	52.2	52.6	168.3	64.0	50.8	165SR13	....	1-DD	W	HA	[4]	CS	CS	HV	DF
Corolla Sport SR-5 Coupe	FR	4-3.35x3.07	75-5000	108.0	1770	9.00	IL	IB	94.5	52.8	53.1	168.3	64.0	50.8	185/70SR13	....	1-DD	W	HA	[4]	CS	CS	HV	DF
Corolla Sport Deluxe Coupe	FR	4-3.35x3.07	75-5000	108.0	1770	9.00	IL	IB	94.5	52.2	52.6	168.3	64.0	50.8	165SR13	....	1-DD	W	HA	[4]	CS	CS	HV	DF
Corona 5 dr LE Liftback	FR	4-3.48x3.50	90-4800	133.6	2189	8.40	IL	OC	99.4	53.7	53.7	175.0	65.2	53.0	175SR14	2559	1-DD	W	HA	[4]	CS	CS	HV	DF
Corona 4 dr Sedan Deluxe, LE	FR	4-3.48x3.50	90-4800	133.6	2189	8.40	IL	OC	99.4	53.7	53.7	175.0	65.2	53.9	175SR14	2514	1-DD	W	HA	[5]	CS	CS	HV	DF
Corona 5 dr Deluxe Wagon, LE	FR	4-3.48x3.50	90-4800	133.6	2189	8.40	IL	OC	99.4	53.7	53.7	178.7	65.2	54.3	175SR14	2574	1-DD	W	HA	[4]	CS	LS	HV	DF
Celica ST, GT Liftback	FR	4-3.35x2.76	90-4800	133.6	2189	8.40	IL	OC	98.4	53.1	53.7	175.5	64.6	51.2[36]	185/70SR14	2500[37]	1-DD	W	HA	[12]	CS	CS	HV	DF
Cressida Luxury Sedan	FR	6-3.20x3.29	108-5000	156.0	2563	8.50	IL	OC	104.1	54.7	54.7	185.0	66.1	54.3	185/70SR14	2838	Inj	W	Au	4[8]	CS	CS	HV	DF
Cressida Deluxe Wagon	FR	6-3.20x3.29	108-5000	156.0	2563	8.50	IL	OC	104.1	53.7	53.7	184.4	66.1	54.7	175SR-14	2840	Inj	W	Au	4[8]	CS	LS	HV	DF
Celica Supra 3 & 4 dr	FR	6-3.20x3.29	108-5000	156.0	2563	8.50	IL	OC	103.5	53.7	53.7	181.7	65.0	51.8	195/70HR14	2895	1-DD	W	HA	[6]	CS	CS	HV	D
SWEDEN																								
Saab 900 GL, GLE, EMS	FR	4-3.54x3.07	115-5000	121.0	1965	9.25	IL	OC	99.4	55.9	56.3	187.6	66.5	55.9	165SR15[38]	2700	Inj	W	HA	[2]	CS	CS	H	D
99	FR	4-3.54x3.07	115-5000	121.0	1965	9.25	IL	OC	97.5	55.3	56.3	174.0	66.5	56.5	165SR15	2558	Inj	W	HS	4	CS	CS	H	D
900 Turbo 3 & 5 dr	FR	4-3.54x3.07	135-4800	121.0	1965	7.20	IL	OC	99.4	56.3	56.7	187.6	66.5	55.9	195/60HR15[39]	2700	Inj	W	HS	4	CS	CS	H	D

1980 IMPORTED PASSENGER CARS

MAKE AND MODEL	ENGINE								CHASSIS															
										TREAD (In.)		OVERALL DIMENSIONS (In.)												
	Location in Chassis	Number of Cylinders Bore and Stroke (In.)	Max. Brake Horsepower at Specified R.P.M.	Piston Displacement (Cu. In.)	Piston Displacement (Cu. Cm.)	Compression Ratio To—1	Cylinder Arrangement	Cam Location	Wheelbase (In.)	Front	Rear	Length Including Bumpers and Bumper Guards	Width	Height—Road to Roof, No Load	Tires (In.)	Shipping Weight (Lbs.)	Carburetor—No. Used and Type	Cooling Medium	Shifting Method	No. of Forward Speeds	Front Suspension Type	Rear Suspension Type	Service Brake Actuation	Service Brake Type
SWEDEN cont'd.																								
Volvo........DL 2, 4 & 5 dr	FR	4-3.62x3.15	107-5250	130	2127	9.30	IL	OC	104.0	55.9	53.1	192.5	67.3	56.5[40]	175-SR14[41]	2891[42]	Inj	W	HA	[7]	CS	CS	HV	D
........GT	FR	4-3.62x3.15	107-5250	130	2127	9.30	IL	OC	104.0	55.9	53.1	192.5	67.3	56.5	195/60HR15	2891	Inj	W	HS	4[8]	CS	CS	HV	D
........GLE 4 & 5 dr	FR	6-3.46x2.87	130-5500	174	2849	8.80	V	OC	104.0	55.9	53.1	192.5	67.3	56.5[43]	185/70SR14	3120[44]	Inj	W	HA	[7]	CS	CS	HV	D
........Coupe	FR	6-3.46x2.87	130-5500	174	2849	8.80	V	OC	104.0	55.9	53.1	192.5	67.3	53.9	185/70SR14	3111	Inj	W	HA	[7]	CS	CS	HV	D
........GL	FR	6-3.62x3.15	107-5250	130	2127	9.30	IL	OC	104.0	55.9	53.1	192.5	67.3	56.5	185/70	2891	Inj	W	HA	[7]	CS	CS	HV	D

ABBREVIATIONS

A—Air
Au—Automatic
CS—Coil Springs
CT—Coil Springs and Torsion Bars
D—Disc
DD—Dual throat, downdraft
DF—Disc front, drum rear
Do—Downdraft
Du—Dual throat
FD—Four throat, downdraft
FR—Front
H—Hydraulic
HA—Handshift or Automatic
HS—Handshift
HV—Hydraulic with vacuum
IB—In block
IH—In head
IL—In line
Inj—Injection
LS—Leaf Spring
M—Midship
OC—Overhead cam
Op—Opposed
R—Rear
Rotor—Rotary engine
SD—Single throat, downdraft
SS—Single throat, sidedraft
TB—Torsion Bar
TD—Three throat, downdraft
TO—Twin Overhead cam
V—"V" type engine
W—Water

FOOTNOTES

[1]—4 spd. all models, 5 spd. on 2 dr Deluxe, Auto. 3 spd. on 2 & 4 dr Deluxe
[2]—4 on handshift, 3 on automatic
[3]—4 on handshift, 2 on automatic
[4]—5 on handshift, 3 on automatic
[5]—5 on handshift, 4 on handshift, 3 on automatic
[6]—5 on handshift, 4 on handshift
[7]—4 on handshift, 4 with overdrive on handshift, 3 on automatic
[8]—overdrive gear
[9]—front-195/70HR14, rear-205/70HR14
[10]—4 dr Sedan-2470
[11]—3 dr Sedan-2025, 5 dr Sedan-2060
[12]—Liftback—4 with overdrive on handshift, 3 on automatic; GT Sports Coupe—4 with overdrive only; ST Sports Coupe—4 on handshift, 4 with overdrive on handshift, 3 on automatic
[13]—SLC-1736
[14]—SLC-5 forward speeds
[15]—SRE-145SR13
[16]—SRC-1794, SRD-1799, SRE-1822
[17]—SRD-automatic shift
[18]—SRC/SRE-5 forward speeds, SRD-2 forward speeds
[19]—WDB-1956
[20]—WDB-automatic shift
[21]—WDB-2 forward speeds
[22]—SME/SMH-72 @ 4500
[23]—SME-2129, SMG-2245, SMH-2229
[24]—SME/SMH-handshift
[25]—SMK-72 @ 4500
[26]—SMK-2239
[27]—SMK-handshift
[28]—SNF-72 @ 4500
[29]—SNF-2130
[30]—SNF-handshift
[31]—GS model-180/70HR13
[32]—DL model-2035
[33]—DL 4WD model-2170
[34]—GL 4WD wagon-2310
[35]—2 & 4 dr custom sedan-165SR13
[36]—Liftback-50.8
[37]—Liftback-2530 ST Sports Coupe-2480
[38]—EMS model-175/70HR15
[39]—5 dr model-160/65HR390
[40]—DL 5 dr-57.5
[41]—DL 5 dr-185-SR14
[42]—DL 5 dr-3129
[43]—GLE 5 dr-57.5
[44]—GLE 5 dr-3230
[45]—front-185/70VR15, rear-215/60VR15
[46]—225/50VR16 with handshift, 215/60VR15 with automatic

U.S. New Imported Car Registrations—1977-1979

Arranged According to the Ten Leading Makes Each Year

	1979			1978			1977	
Make	units	% of Total	Make	units	% of Total	Make	units	% of Total
Toyota	464,569	19.86	Toyota	427,465	21.97	Toyota	462,088	23.48
Datsun	441,405	18.87	Datsun	337,523	17.34	Datsun	367,267	18.66
Honda	337,334	14.42	Honda	258,151	13.27	Volkswagen	248,770	12.64
Volkswagen	286,127	12.23	Volkswagen	239,612	12.31	Honda	214,284	10.89
Mazda	145,952	6.24	Subaru	79,015	4.06	Subaru	75,660	3.85
Subaru	97,856	4.18	Fiesta	76,001	3.91	Colt	67,920	3.45
Fiesta	76,855	3.29	Mazda	71,921	3.70	Fiat	62,811	3.19
Colt	60,406	2.58	Fiat	57,946	2.98	Mazda	47,892	2.43
Fiat	57,435	2.46	Volvo	48,494	2.49	Arrow	46,486	2.36
Volvo	53,748	2.30	Colt	45,126	2.32	Mercedes Benz	46,205	2.35
All other makes	317,317	13.57	All other makes	304,840	15.65	All other makes	328,376	16.70
Grand Total	2,339,004	100.00	Grand Total	1,946,094	100.00	Grand Total	1,967,759	100.00

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TRUCKS & BUSES

Calendar Year Truck and Bus Production by Manufacturer

As Reported by the Motor Vehicle Manufacturers Assoc.

	1979		1978		1977		1976	
Manufacturers	Units	% of Total	Units	% of Total	Units	% of Total	Units	% of Total
Chevrolet	1,015,092	33.32	1,216,050	32.67	1,122,169	32.16	1,048,125	34.94
GMC	337,381	11.07	375,000	10.07	321,009	9.20	293,997	9.80
Chrysler	295,228	9.69	488,180	13.11	474,001	13.59	441,849	14.73
Ford	1,032,117	33.88	1,233,243	33.13	1,186,013	33.99	888,162	29.61
International	115,453	3.79	123,123	3.31	110,894	3.18	114,855	3.83
Jeep Corp	134,624	4.42	180,514	4.85	162,231	4.65	124,924	4.17
AM General	23,934	.79	20,922	.56	27,497	.79	27,917	.93
Mack	35,937	1.18	33,114	.89	30,178	.86	23,230	.77
Volkswagen of America	2,407	.08	....	....	....	....	....	....
White	11,251	.37	13,217	.36	25,195	.72	17,730	.59
Others	42,907	1.41	38,204	1.05	29,941	.86	18,914	.63
Total	3,046,331	100.00	3,722,567	100.00	3,489,128	100.00	2,999,703	100.00

1979 Factory Sales—Trucks by Make and GVW U.S. and Canadian Total

As Reported by the Motor Vehicle Manufacturers Assoc.

Make	6,000 lbs. and less	6,001-10,000 lbs.	10,001-14,000 lbs.	14,001-16,000 lbs.	16,001-19,500 lbs.	19,501-26,000 lbs.	26,001-33,000 lbs.	33,001 lbs. & over	Total
Chevrolet	658,016	502,403	....	....	2,534	40,529	1,433	7,778	1,212,693
GMC	177,657	186,860	20	....	1,545	29,647	2,219	24,729	422,677
Chrysler	93,668	213,640	18,172	2,396	512	7,614	386	924	337,312
Ford	278,025	855,075	971	....	....	57,388	18,022	27,485	1,236,966
Freightliner	....	....	....	....	....	....	....	15,243	15,243
International	....	28,036	....	....	356	14,990	32,075	47,878	123,335
Jeep Corp	99,990	86,646	....	....	....	....	....	....	186,636
AM General	10,093	389	....	....	....	....	....	....	10,482
Kenworth	....	....	....	....	....	....	....	19,343	19,343
Mack	....	....	....	....	....	....	....	38,486	38,486
Peterbilt	....	....	....	....	....	....	....	9,803	9,803
Volkswagen of America	1,709	....	....	....	....	....	....	....	1,709
White	....	....	....	....	....	....	....	15,846	15,846
Others	....	3	....	....	12	9	5	2,143	2,175
Total Trucks	1,319,158	1,873,052	19,163	2,399	4 959	150,177	54,140	209,658	3,632,706

1979 Diesel Engines Used in Trucks from U.S. & Canadian Plants

As Reported by the Motor Vehicle Manufacturers Assoc.

Make	Cat.	Cu.	Det.	IHC	Isuzu	Mack	Nic.	Olds.	Perk.	Scania Vabis	Total
Chevrolet	1,606	926	6,414	....	....	....	....	34,659	....	....	43,605
Chrysler	....	912	....	....	....	....	....	....	96	....	1,008
Ford	19,761	11,539	8,321	....	....	....	....	....	....	....	39,621
Freightliner	1,359	9,963	3,921	....	....	....	....	....	....	....	15,243
GMC	2,506	6,596	19,534	....	....	....	....	12,139	....	....	40,775
IH	3,945	27,584	9,868	27,162	....	....	950	....	....	....	69,509
Jeep Corp	....	....	....	....	288	....	....	....	....	....	288
Kenworth	3,601	10,498	5,244	....	....	....	....	....	....	....	19,343
Mack	442	2,895	561	....	....	34,016	....	....	....	572	38,486
Peterbilt	2,464	4,967	2,372	....	....	....	....	....	....	....	9,803
White	1,213	9,849	4,784	....	....	....	....	....	....	....	15,846
Others	584	634	930	....	....	....	....	....	....	....	2,148
Total	37,481	86,363	61,949	27,162	288	34,016	950	46,798	96	572	295,675

LIGHT DUTY TRUCKS

1979 Factory Installation of Selected Options in Percent of U.S. Sales

MAKE AND MODEL	ENGINE USAGE		TRANSMISSION		Four Wheel Drive	Air Conditioning	POWER ASSISTED		TRIM OPTIONS		Tinted Glass
	Six Cylinder	Eight Cylinder	Four Speed	Automatic			Disc Brakes	Steering	Interior Trim	Exterior Trim	
AMERICAN MOTORS CORP.											
Jeep CJ-5	61.0	39.0	11.9	N.O.	100.0	.5	19.5	49.3	100.0	32.0	N.O.
CJ-7	54.1	45.9	16.2	27.5	100.0	5.9	39.5	72.3	100.0	47.3	N.O.
J-10	29.1	70.9	20.8	56.6	100.0	27.6	100.0	96.8	100.0	77.6	54.8
J-20	25.4	75.6	32.6	52.2	100.0	18.5	100.0	92.8	100.0	51.3	41.9
Cherokee	17.4	82.6	7.2	81.5	100.0	50.8	99.9	99.1	100.0	82.2	70.8
Wagoneer	.5	99.5	.4	99.4	100.0	86.1	99.9	99.9	100.0	37.9	88.1
CHRYSLER CORP.											
Plymouth... Voyager PB 100-300	3.4	96.6	.7	98.5	N.O.	80.6	100.0	98.9	72.1	86.6	49.4
Trailduster PD100, PW100	1.1	98.9	5.3	92.8	95.1	40.4	100.0	98.9	43.3	64.3	62.6
Dodge..... Sportsman B100-B300	4.2	95.8	.9	98.5	N.O.	79.6	100.0	97.5	70.5	75.9	86.8
Tradesman B100-B300	11.4	88.6	1.9	91.3	N.O.	37.4	92.2	82.7	6.2	6.4	59.5
Ramcharger AD/AW100	1.2	98.8	8.4	90.1	94.3	45.4	100.0	98.8	38.4	59.3	69.0
D100	32.3	67.7	7.4	71.4	N.O.	30.8	66.4	77.6	34.3	43.2	43.4
D200	3.5	96.5	21.4	76.0	N.O.	28.0	100.0	85.7	27.3	38.2	46.2
D300, D400	N.O.	100.0	60.8	39.2	N.O.	24.8	100.0	81.4	17.0	21.3	41.1
W100	4.3	95.7	17.7	79.8	100.0	20.8	100.0	98.1	26.0	36.2	52.9
W200	N.O.	100.0	27.5	72.3	100.0	16.2	100.0	96.3	26.2	36.3	44.4
W300-W400	N.O.	100.0	75.2	24.8	100.0	11.7	100.0	100.0	8.6	10.3	50.1
CB300	N.O.	100.0	N.O.	99.7	N.O.	10.7	100.0	100.0	N.O.	N.O.	47.5
FORD MOTOR CO.											
Ford Bronco	N.O.	100.0	21.2	78.8	100.0	62.2	100.0	100.0	54.7	54.7	68.5
Ranchero	N.O.	100.0	N.O.	100.0	N.O.	88.9	100.0	100.0	29.8	29.8	94.0
F100	30.6	69.4	8.9	61.8	N.O.	32.7	40.6	79.1	20.8	20.8	42.0
F150	17.7	82.3	24.7	70.0	37.7	43.1	100.0	95.8	38.9	38.9	59.6
F250	14.2	85.8	38.6	60.5	40.9	36.6	100.0	56.5	32.7	32.7	54.7
F350	6.4	93.6	58.1	41.9	18.4	28.3	100.0	77.8	23.0	23.0	48.3
Econoline Van	27.9	72.1	4.3	87.1	N.O.	37.4	94.3	90.7	18.7	18.7	33.7
Club Wagon	7.9	92.1	1.9	96.8	N.O.	82.0	100.0	98.6	85.4	85.4	39.0
GENERAL MOTORS CORP.											
Chevrolet Blazer	3.2	96.8	12.7	86.6	89.8	67.7	100.0	99.4	73.6	6.2	81.0
El Camino	16.0	84.0	3.1	93.4	N.O.	83.0	100.0	99.3	N.O.	44.9	93.9
Sport Van	7.2	92.8	N.O.	97.3	N.O.	74.0	100.0	96.4	69.0	67.6	86.5
Suburban	1.0	99.0	11.8	87.3	30.0	77.5	100.0	98.1	81.4	13.3	83.0
Chevy Van	18.7	81.3	N.O.	90.1	N.O.	40.0	90.2	89.5	2.8	8.8	58.7
C-10	25.5	74.5	9.7	75.8	24.8	47.3	80.3	89.5	56.3	2.4	57.5
C-20	3.1	96.9	31.3	67.9	39.4	38.1	100.0	96.4	48.4	1.2	54.1
C-30	6.7	93.3	64.3	35.7	11.8	38.1	100.0	95.4	37.8	1.3	53.4
P-Series	14.0	86.0	N.O.	79.3	N.O.	2.0	100.0	82.6	N.O.	N.O.	12.0
GMC Jimmy	2.5	96.6	14.3	85.4	87.6	65.4	100.0	99.3	75.7	11.2	78.7
Rally	2.7	97.3	N.O.	96.7	N.O.	86.4	100.0	99.1	9.9	4.5	87.6
Caballero	16.0	84.0	3.1	93.4	N.O.	83.0	100.0	99.3	N.O.	44.9	93.9
Suburban	.5	99.5	34.0	65.9	26.2	80.6	100.0	99.0	88.8	22.7	85.5
Vandura	11.7	88.3	N.O.	86.5	N.O.	49.7	88.9	93.9	13.0	26.0	12.3
C-1500	24.4	75.6	10.5	75.7	24.4	52.3	81.2	83.3	54.6	2.4	62.5
C-2500	2.3	97.7	36.3	63.4	37.7	40.9	100.0	97.2	51.1	5.9	56.0
C-3500	4.4	95.6	66.5	33.5	12.7	50.3	100.0	96.2	59.9	1.3	64.7
P-Series	29.2	70.8	12.5	87.1	N.O.	.61	100.0	83.8	N.O.	N.O.	6.7
INTERNATIONAL HARVESTER CO.											
Scout Terra	3.4	88.7	30.2	63.6	100.0	35.9	100.0	93.8	63.8	54.5	N.O.
Scout Traveler	1.8	98.2	5.6	93.9	98.7	78.7	100.0	97.4	86.2	91.4	N.O.
Scout II	.6	93.2	17.3	77.4	99.3	45.9	100.0	97.1	80.3	74.4	N.O.
Scout SS II	N.O.	93.5	47.3	45.5	100.0	.3	100.0	99.7	N.O.	N.O.	N.O.

ABBREVIATIONS
N.O.—Not offered as standard or optional equipment.

1980 ON-HIGHWAY TRUCKS

AUTOCAR

CONSTRUCKTOR 2 SERIES

Series: KS42
Axles: 4x2
Wb (in.): 146-218
BBC (in.): 98
Engines: D210-335
GVW (lb): 35000-55000
GCW (lb): ......

Series: KM42
Axles: 4x2
Wb (in.): 146-218
BBC (in.): 113
Engines: D210-335
GVW (lb): 35000-55000
GCW (lb): ......

Series: KS64
Axles: 6x4
Wb (in.): 152-275
BBC (in.): 98
Engines: D210-400
GVW (lb): 46000-75000
GCW (lb): ......

Series: KM64
Axles: 6x4
Wb (in.): 152-260
BBC (in.): 113
Engines: D210-400
GVW (lb): 46000-75000
GCW (lb): ......

Series: KL64
Axles: 6x4
Wb (in.): 152-251
BBC (in.): 122
Engines: D228-430
GVW (lb): 46000-75000
GCW (lb): ......

Series: KM64F
Axles: 6x4
Wb (in.): 170-275
BBC (in.): 113
Engines: D210-400
GVW (lb): 46000-75000
GCW (lb): ......

C & DC SERIES

Series: DC87(U)
Axles: 4x2
Wb (in.): 150-181
BBC (in.): 124½
Engines: D230-430
GVW (lb): 46000
GCW (lb): 85000

C & DC SERIES continued

Series: DC9364B(U)
Axles: 6x4
Wb (in.): 171-229
BBC (in.): 124½
Engines: D230-430
GVW (lb): 64000 & up
GCW (lb): 100000 & up

Series: DC9364F
Axles: 6x4
Wb (in.): 190-248
BBC (in.): 121½
Engines: D230-430
GVW (lb): 64000 & up
GCW (lb): 100000 & up

Series: DC9964B(U)
Axles: 6x4
Wb (in.): 171-295
BBC (in.): 124½
Engines: D230-430
GVW (lb): 71000 & up
GCW (lb): 150000

Series: DC10364B(U)
Axles: 6x4
Wb (in.): 171-295
BBC (in.): 124½
Engines: D230-430
GVW (lb): 81000 & up
GCW (lb): 180000

Series: DC10364F
Axles: 6x4
Wb (in.): 190-314
BBC (in.): 121½
Engines: D230-430
GVW (lb): 81000 & up
GCW (lb): 180000

Series: C9364B(U)
Axles: 6x4
Wb (in.): 171-229
BBC (in.): 124½
Engines: D230-430
GVW (lb): 50000 & up
GCW (lb): 65000-120000

Series: C9364F
Axles: 6x4
Wb (in.): 190-248
BBC (in.): 121½
Engines: D230-430
GVW (lb): 50000 & up
GCW (lb): 65000-120000

DC SERIES (6x6)

Series: DC7366
Axles: 6x6
Wb (in.): 195-219
BBC (in.): 125¾
Engines: D230-304
GVW (lb): 53000 & up
GCW (lb): ......

Series: DC9966
Axles: 6x6
Wb (in.): 195-295
BBC (in.): 125¾
Engines: D230-304
GVW (lb): 76000
GCW (lb): ......

Series: DC10366
Axles: 6x6
Wb (in.): 195-295
BBC (in.): 125¾
Engines: D230-304
GVW (lb): 86000
GCW (lb): ......

CHEVROLET

LUV PICKUP

Series: Luv Pickup
Axles: 4x2
Wb (in.): 102½
BBC (in.): ......
Engines: G80
GVW (lb): 3950
GCW (lb): ......

Series: Luv Pickup
Axles: 4x4
Wb (in.): 102½
BBC (in.): ......
Engines: G80
GVW (lb): 3750
GCW (lb): ......

EL CAMINO

Series: El Camino
Axles: 4x2
Wb (in.): 117
BBC (in.): ......
Engines: G95-160
GVW (lb): 4438-4867
GCW (lb): ......

BLAZER

Series: C10
Axles: 4x2
Wb (in.): 106½
BBC (in.): ......
Engines: G130-175
GVW (lb): 6050
GCW (lb): ......

Series: K10
Axles: 4x4
Wb (in.): 106½
BBC (in.): ......
Engines: G130-170
GVW (lb): 6200
GCW (lb): ......

SUBURBAN

Series: C10
Axles: 4x2
Wb (in.): 129½
BBC (in.): ......
Engines: G170
GVW (lb): 6400-6800
GCW (lb): ......

Series: C20
Axles: 4x2
Wb (in.): 129½
BBC (in.): ......
Engines: G165-170
GVW (lb): 7100-8200
GCW (lb): ......

SUBURBAN continued

Series: K10
Axles: 4x4
Wb (in.): 129½
BBC (in.): ......
Engines: G170
GVW (lb): 6200-7300
GCW (lb): ......

Series: K20
Axles: 4x4
Wb (in.): 129½
BBC (in.): ......
Engines: G165-180
GVW (lb): 8600
GCW (lb): ......

PICKUPS

Series: C10 Fleetside Stepside
Axles: 4x2
Wb (in.): 117½-131½
BBC (in.): 109
Engines: G130-175, D105
GVW (lb): 4900-6200
GCW (lb): ......

Series: C20 Fleetside Stepside
Axles: 4x2
Wb (in.): 131½
BBC (in.): 109
Engines: G130-210
GVW (lb): 6400-8600
GCW (lb): ......

Series: C20 Crew Cab Fleetside
Axles: 4x2
Wb (in.): 164½
BBC (in.): 142
Engines: G115-210
GVW (lb): 8600
GCW (lb): ......

Series: C30 Fleetside Stepside
Axles: 4x2
Wb (in.): 131½
BBC (in.): 109
Engines: G115-210
GVW (lb): 9000-10000
GCW (lb): ......

Series: C30 Crew Cab Fleetside
Axles: 4x2
Wb (in.): 164½
BBC (in.): 142
Engines: G115-210
GVW (lb): 9000-10000
GCW (lb): ......

1980 ON-HIGHWAY TRUCKS

CHEVROLET

PICKUPS continued

Series: K10 Fleetside Stepside
Axles: 4x4
Wb (in.): 117½-131½
BBC (in.): 109
Engines: G130-170
GVW (lb): 6200
GCW (lb): ......

Series: K20 Fleetside Stepside
Axles: 4x4
Wb (in.): 131½
BBC (in.): 109
Engines: G115-180
GVW (lb): 6800-8600
GCW (lb): ......

Series: K30 Fleetside Stepside
Axles: 4x4
Wb (in.): 131½
BBC (in.): 109
Engines: G115-180
GVW (lb): 9200-10000
GCW (lb): ......

Series: K30 Crew Cab Fleetside
Axles: 4x4
Wb (in.): 164½
BBC (in.): 142
Engines: G115-180
GVW (lb): 9200-10000
GCW (lb): ......

C & K SERIES (Chassis-cabs)

Series: C10
Axles: 4x2
Wb (in.): 117½-131½
BBC (in.): 109
Engines: G175
GVW (lb): 6050-6200
GCW (lb): ......

Series: C20
Axles: 4x2
Wb (in.): 131½
BBC (in.): 109
Engines: G115-210
GVW (lb): 6400-8600
GCW (lb): ......

Series: C20 Crew/ Bonus Cab
Axles: 4x2
Wb (in.): 164½
BBC (in.): 142
Engines: G115-210
GVW (lb): 8600
GCW (lb): ......

C & K SERIES continued

Series: C30
Axles: 4x2
Wb (in.): 131½-159½
BBC (in.): 108
Engines: G115-120
GVW (lb): 9000-10000
GCW (lb): ......

Series: C30 Crew/ Bonus Cab
Axles: 4x2
Wb (in.): 164½
BBC (in.): 142
Engines: G115-210
GVW (lb): 9000-10000
GCW (lb): ......

Series: K20
Axles: 4x4
Wb (in.): 131½
BBC (in.): 109
Engines: G115-180
GVW (lb): 6800-8600
GCW (lb): ......

Series: K30
Axles: 4x4
Wb (in.): 131½
BBC (in.): 109
Engines: G115-180
GVW (lb): 9200-10000
GCW (lb): ......

Series: K30 Crew/ Bonus Cab
Axles: 4x4
Wb (in.): 164½
BBC (in.): 142
Engines: G115-180
GVW (lb): 9200-10000
GCW (lb): ......

VAN SERIES

Series: G10
Axles: 4x2
Wb (in.): 110-125
BBC (in.): ......
Engines: G130-175
GVW (lb): 4900-6000
GCW (lb): ......

Series: G20
Axles: 4x2
Wb (in.): 110-125
BBC (in.): ......
Engines: G130-185
GVW (lb): 6600
GCW (lb): ......

Series: G30
Axles: 4x2
Wb (in.): 110-146
BBC (in.): ......
Engines: G165-180
GVW (lb): 7400-10000
GCW (lb): ......

P SERIES

Series: P10
Axles: 4x2
Wb (in.): 102
BBC (in.): ......
Engines: G115
GVW (lb): 6200
GCW (lb): ......

Series: P20
Axles: 4x2
Wb (in.): 125-133
BBC (in.): ......
Engines: G115-165
GVW (lb): 6800-8000
GCW (lb): ......

Series: P30
Axles: 4x2
Wb (in.): 125-178
BBC (in.): ......
Engines: G115-210
GVW (lb): 7600-14500
GCW (lb): ......

Series: P4T042
Axles: 4x2
Wb (in.): 137-153
BBC (in.): ......
Engines: G125
GVW (lb): 16000-20000
GCW (lb): ......

MEDIUM DUTY CONVENTIONAL SERIES

Series: C5D042
Axles: 4x2
Wb (in.): 125-167
BBC (in.): 97½
Engines: G125-161
GVW (lb): 13800-18500
GCW (lb): 18500

Series: C6D042
Axles: 4x2
Wb (in.): 125-218
BBC (in.): 92-97½
Engines: G125-190, D146
GVW (lb): 16000-24000
GCW (lb): 21000-45000

Series: C6D062
Axles: 6x2
Wb (in.): 185-209
BBC (in.): 97½
Engines: G190
GVW (lb): 33700-41000
GCW (lb): ......

Series: C7D042
Axles: 4x2
Wb (in.): 125-254
BBC (in.): 92-97½
Engines: G190-225, D146-160
GVW (lb): 19200-33200
GCW (lb): 21000-60000

Series: C7D064
Axles: 6x4
Wb (in.): 149-226
BBC (in.): 97½
Engines: G190-225
GVW (lb): 35400-50000
GCW (lb): 45000-60000

STEEL TILT-CAB SERIES

Series: WGN042
Axles: 4x2
Wb (in.): 133-139
BBC (in.): 71¾
Engines: G161-180
GVW (lb): 16000-25160
GCW (lb): 21000-35000

Series: W7N042
Axles: 4x2
Wb (in.): 109-199
BBC (in.): 71¾
Engines: G180-210
GVW (lb): 19200-33200
GCW (lb): 21000-60000

BRUIN SERIES (Short conventional)

Series: J8C042
Axles: 4x2
Wb (in.): 139-217
BBC (in.): 92¾
Engines: G220, D164-199
GVW (lb): 23100-33200
GCW (lb): 50000-60000

Series: J8C064
Axles: 6x4
Wb (in.): 169-218
BBC (in.): 92¾
Engines: G220, D164-199
GVW (lb): 40300-50000
GCW (lb): 60000

Series: J9C042
Axles: 4x2
Wb (in.): 139-169
BBC (in.): 92¾
Engines: D198-334
GVW (lb): 25900-34080
GCW (lb): 49000-80000

Series: J9C064
Axles: 6x4
Wb (in.): 151-210
BBC (in.): 92¾
Engines: D198-334
GVW (lb): 42800-56580
GCW (lb): 51000-80000

BISON SERIES

Series: N9E042
Axles: 4x2
Wb (in.): 159-164
BBC (in.): 108
Engines: D218-338
GVW (lb): 25900-44800
GCW (lb): 49000-80000

Series: N9E064
Axles: 6x4
Wb (in.): 159-230
BBC (in.): 108
Engines: D210-384
GVW (lb): 42800-66000
GCW (lb): 51000-80000

Series: N9F042
Axles: 4x2
Wb (in.): 172-190
BBC (in.): 116
Engines: D230-414
GVW (lb): 25900-44800
GCW (lb): 49000-80000

1980 ON-HIGHWAY TRUCKS

CHEVROLET

BISON SERIES continued

Series: N9F064
Axles: 6x4
Wb (in.): 172-256
BBC (in.): 116
Engines: D230-414
GVW (lb): 42800-66000
GCW (lb): 51000-80000

TITAN SERIES (COE)

Series: D9K042
Axles: 4x2
Wb (in.): 110-142
BBC (in.): 54
Engines: D210-338
GVW (lb): ......
GCW (lb): 49000-80000

Series: D9K064
Axles: 6x4
Wb (in.): 142-195
BBC (in.): 54
Engines: D210-414
GVW (lb): ......
GCW (lb): 51000-80000

Series: D9L042
Axles: 4x2
Wb (in.): 130-142
BBC (in.): 86
Engines: D210-338
GVW (lb): ......
GCW (lb): 49000-80000

Series: D9L064
Axles: 6x4
Wb (in.): 142-195
BBC (in.): 86
Engines: D210-414
GVW (lb): ......
GCW (lb): 51000-80000

CRANE CARRIER COMPANY

CENTURY II SERIES

Series: 4824-4
Axles: 6x4
Wb (in.): 170-256
BBC (in.): 89
Engines: D230-250
GVW (lb): 68000
GCW (lb): ......

Series: 4424-4
Axles: 6x4
Wb (in.): 170-256
BBC (in.): 89
Engines: D230-250
GVW (lb): 64000
GCW (lb): ......

Series: 5824-4
Axles: 6x4
Wb (in.): 170-256
BBC (in.): 89
Engines: D230
GVW (lb): 78000
GCW (lb): ......

Series: 6524-4
Axles: 6x4
Wb (in.): 176-256
BBC (in.): 89
Engines: D230-250
GVW (lb): 85000
GCW (lb): ......

Series: 4424-6
Axles: 6x6
Wb (in.): 176-256
BBC (in.): 89
Engines: D230-250
GVW (lb): 65000
GCW (lb): ......

Series: 4824-6
Axles: 6x6
Wb (in.): 176-256
BBC (in.): 89
Engines: D230
GVW (lb): 69000
GCW (lb): ......

Series: 5824-6
Axles: 6x6
Wb (in.): 176-256
BBC (in.): 89
Engines: D230
GVW (lb): 79000
GCW (lb): ......

CENTURY II SERIES continued

Series: 6524-6
Axles: 6x6
Wb (in.): 176-256
BBC (in.): 89
Engines: D230-250
GVW (lb): 86000
GCW (lb): ......

CENTURION SERIES

Series: F2622-2
Axles: 4x2
Wb (in.): 134-206
BBC (in.): 89
Engines: D230-290
GVW (lb): 45000
GCW (lb): ......

Series: F2922-2
Axles: 4x2
Wb (in.): 134-206
BBC (in.): 89
Engines: D230
GVW (lb): 49000
GCW (lb): ......

Series: F3824-4
Axles: 6x4
Wb (in.): 164-236
BBC (in.): 89
Engines: D230-290
GVW (lb): 58000
GCW (lb): ......

Series: F4424-4
Axles: 6x4
Wb (in.): 164-236
BBC (in.): 89
Engines: D230-290
GVW (lb): 64000
GCW (lb): ......

Series: F4824-4
Axles: 4x2
Wb (in.): 134-206
BBC (in.): 89
Engines: D230
GVW (lb): 49000
GCW (lb): ......

CENTURION SERIES LOW ENTRY

Series: LE2632-2
Axles: 4x2
Wb (in.): 134-206
BBC (in.): 84
Engines: D210
GVW (lb): 41000
GCW (lb): ......

CENTURION SERIES LOW ENTRY continued

Series: LE2932-2
Axles: 4x2
Wb (in.): 134-206
BBC (in.): 84
Engines: D210
GVW (lb): 45000
GCW (lb): ......

Series: LE3834-4
Axles: 6x4
Wb (in.): 164-236
BBC (in.): 84
Engines: D210
GVW (lb): 54000
GCW (lb): ......

Series: LE4434-4
Axles: 6x4
Wb (in.): 164-236
BBC (in.): 84
Engines: D210
GVW (lb): 60000
GCW (lb): ......

DODGE

RAMCHARGER

Series: AD100
Axles: 4x2
Wb (in.): 106
BBC (in.): ......
Engines: G95-170
GVW (lb): 5350
GCW (lb): ......

Series: AW100
Axles: 4x4
Wb (in.): 106
BBC (in.): ......
Engines: 140
GVW (lb): 5850
GCW (lb): ......

D & W SERIES (Pickups)

Series: D50
Axles: 4x2
Wb (in.): 109½
BBC (in.): ......
Engines: G93-105
GVW (lb): 4045
GCW (lb): ......

Series: D150, Sweptline, Utiline
Axles: 4x2
Wb (in.): 115-149
BBC (in.): 108½
Engines: G95-155
GVW (lb): 4800
GCW (lb): ......

Series: D200, Sweptline, Utiline
Axles: 4x2
Wb (in.): 131-165
BBC (in.): 108½
Engines: G95-155
GVW (lb): 6500
GCW (lb): ......

Series: D300, Sweptline, Utiline
Axles: 4x2
Wb (in.): 131-165
BBC (in.): 108½
Engines: G180
GVW (lb): 9000
GCW (lb): ......

Series: D400, Sweptline, Utiline
Axles: 4x2
Wb (in.): 135-159
BBC (in.): ......
Engines: G180
GVW (lb): 10500
GCW (lb): ......

1980 ON-HIGHWAY TRUCKS

DODGE

DODGE continued

D & W SERIES continued

Series: W150, Sweptline, Utiline
Axles: 4x4
Wb (in.): 115-149
BBC (in.): 108½
Engines: G95-155
GVW (lb): 6050
GCW (lb): ......

Series: W200, Sweptline, Utiline
Axles: 4x4
Wb (in.): 131-149
BBC (in.): 108½
Engines: G133
GVW (lb): 6900
GCW (lb): ......

Series: W300, Sweptline, Utiline
Axles: 4x4
Wb (in.): 135
BBC (in.): ......
Engines: G180
GVW (lb): 10000
GCW (lb): ......

Series: W400, Sweptline, Utiline
Axles: 4x4
Wb (in.): 135
BBC (in.): ......
Engines: G180
GVW (lb): 11000
GCW (lb): ......

B SERIES

Series: B100
Axles: 4x2
Wb (in.): 109½-127½
BBC (in.): ......
Engines: G95-155
GVW (lb): 4700-5400
GCW (lb): ......

Series: B200
Axles: 4x2
Wb (in.): 109½-127½
BBC (in.): ......
Engines: G95-180
GVW (lb): 6050-6400
GCW (lb): ......

Series: B300
Axles: 4x2
Wb (in.): 127½
BBC (in.): ......
Engines: G133
GVW (lb): 7000-9000
GCW (lb): ......

CB SERIES

Series: CB300
Axles: 4x2
Wb (in.): 127½-145½
BBC (in.): ......
Engines: G170
GVW (lb): 7500-10000
GCW (lb): ......

Series: CB400
Axles: 4x2
Wb (in.): 163½
BBC (in.): ......
Engines: G180
GVW (lb): 11500
GCW (lb): ......

MB SERIES

Series: MB300
Axles: 4x2
Wb (in.): 109½-127½
BBC (in.): ......
Engines: G170-210
GVW (lb): 7700-9000
GCW (lb): ......

Series: MB400
Axles: 4x2
Wb (in.): 127½-163½
BBC (in.): ......
Engines: G180
GVW (lb): 10500-11500
GCW (lb): ......

M SERIES

Series: M300
Axles: 4x2
Wb (in.): 137
BBC (in.): ......
Engines: G210
GVW (lb): 11000
GCW (lb): ......

Series: M400
Axles: 4x2
Wb (in.): 137-158½
BBC (in.): ......
Engines: G210
GVW (lb): 12000
GCW (lb): ......

Series: M500
Axles: 4x2
Wb (in.): 158-178
BBC (in.): ......
Engines: G230
GVW (lb): 14000
GCW (lb): ......

M SERIES continued

Series: M600
Axles: 4x2
Wb (in.): 208-228
BBC (in.): ......
Engines: G230
GVW (lb): 16000
GCW (lb): ......

FORD

COURIER

Series: Courier Mini-pickup
Axles: 4x2
Wb (in.): 107-113
BBC (in.): ......
Engines: G77
GVW (lb): 3600-4100
GCW (lb): ......

BRONCO

Series: Bronco Wagon
Axles: 4x4
Wb (in.): 104
BBC (in.): ......
Engines: G119
GVW (lb): 5450-6300
GCW (lb): ......

ECONOLINE SERIES

Series: E100 Van
Axles: 4x2
Wb (in.): 124-138
BBC (in.): ......
Engines: G115
GVW (lb): 5200-5500
GCW (lb): ......

Series: E150 Van, Super Van
Axles: 4x2
Wb (in.): 124-138
BBC (in.): ......
Engines: G115
GVW (lb): 6050-6300
GCW (lb): ......

Series: E150 Van, Super Van
Axles: 4x2
Wb (in.): 138
BBC (in.): ......
Engines: G115
GVW (lb): 6500-8250
GCW (lb): ......

Series: E350 Van, Super Van
Axles: 4x2
Wb (in.): 138
BBC (in.): ......
Engines: G118
GVW (lb): 8550-9750
GCW (lb): ......

F SERIES (Pickups)

Series: F100 Styleside, Flareside
Axles: 4x2
Wb (in.): 117-133
BBC (in.): 108½
Engines: G119
GVW (lb): 4700-5150
GCW (lb): ......

F SERIES continued

Series: F150 Styleside, Flareside
Axles: 4x2
Wb (in.): 117-155
BBC (in.): 108½
Engines: G119
GVW (lb): 5250-6300
GCW (lb): ......

Series: F250 Styleside, Flareside
Axles: 4x2
Wb (in.): 133-155
BBC (in.): 108½
Engines: G119
GVW (lb): 6350-8000
GCW (lb): ......

Series: F350 Styleside, Flareside
Axles: 4x2
Wb (in.): 133-155
BBC (in.): 108½
Engines: G118
GVW (lb): 8650-10000
GCW (lb): ......

Series: F150 Styleside, Flareside
Axles: 4x4
Wb (in.): 117-155
BBC (in.): 108½
Engines: G119
GVW (lb): 5600-6600
GCW (lb): ......

Series: F250 Styleside, Flareside
Axles: 4x4
Wb (in.): 133-155
BBC (in.): 108½
Engines: G119
GVW (lb): 6600-8000
GCW (lb): ......

Series: F350 Styleside, Flareside
Axles: 4x4
Wb (in.): 133
BBC (in.): 108½
Engines: G142
GVW (lb): 8700-9100
GCW (lb): ......

F SERIES (Chassis models)

Series: F350
Axles: 4x2
Wb (in.): 137-161
BBC (in.): 108½
Engines: G118
GVW (lb): 8800-11000
GCW (lb): ......

1980 ON-HIGHWAY TRUCKS

FORD

F SERIES (Medium)

Series	Axles	Wb (in.)	BBC (in.)	Engines	GVW (lb)	GCW (lb)
F600	4x2	129-237	102	G174-234, D165-205	16500-24500	25000-50000
F700	4x2	129-237	102	G196-234, D165-205	21000-27500	32000-60000
F800	4x2	129-237	102	G196-234, D165-205	23100-31000	52000-60000

L SERIES

Series	Axles	Wb (in.)	BBC (in.)	Engines	GVW (lb)	GCW (lb)
L800	4x2	138-222	105¼	G196	23000-35000	50000-60000
L8000	4x2	138-222	105¼	D175-225	23100-35000	50000-60000
L900	4x2	150-222	105¼	G224-233	23100-35000	50000-60000
L9000	4x2	150-222	105¼	D230-250	28000-35000	80000
LT800	6x4	150-222	105¼	G197-234	41000-46000	50000-60000
LTS800	6x4	143-203	105¼	G234	41000-46000	60000
LT8000	6x4	150-236	105¼	D175-225	39000-64000	50000-60000
LTS8000	6x4	143-203	105¼	D175-225	39000-64000	50000-60000
LT900	6x4	150-222	105¼	G224-233	39000-60000	60000
LTS900	6x4	143-203	105¼	G224-233	39000-64000	50000-60000
LT9000	6x4	150-222	105¼	D228-350	43000-76000	65000-82000
LTS9000	6x4	143-203	105¼	D228-350	44800-81100	65000-82000

LN SERIES

Series	Axles	Wb (in.)	BBC (in.)	Engines	GVW (lb)	GCW (lb)
LN600	4x2	124-250	95¼	G174-197	16500-24000	32000-42000
LN700	4x2	124-250	95¼	G174-234	21000-27500	32000-50000
LN7000	4x2	124-220	95¼	D175	21000-27500	42000-50000
LN800	4x2	138-222	93¼	G196-234	23000-35000	50000-60000
LN8000	4x2	138-222	93¼	D175-225	23100-35000	5000
LN900	4x2	138-222	93¼	G224-233	23100-35000	50000-60000
LN9000	4x2	138-222	93¼	D230-250	28000-35000	80000
LNT800	6x4	138-222	93¼	G197-234	41000-46000	50000-60000
LNT8000	6x4	150-222	93¼	D175	39000-62000	50000-60000
LNT900	6x4	138-222	93¼	G224-233	39000-54000	50000-60000
LNT9000	6x4	138-222	93¼	D230-350	43000-76000	65000-82000

B SERIES

Series	Axles	Wb (in.)	BBC (in.)	Engines	GVW (lb)	GCW (lb)
B600	4x2	151-237	58	G174	18400-24500	
B700	4x2	237-275	58	G174	23100-27500	

C SERIES

Series	Axles	Wb (in.)	BBC (in.)	Engines	GVW (lb)	GCW (lb)
C600	4x2	99-175	82½	G174-197	17000-24000	32000-42000
C700	4x2	99-206	82½	G196	21000-27500	32000-50000
C7000	4x2	99-206	90½	D175	21000-27500	42000-50000
C800	4x2	99-175	82½	G197-234	25100-34000	50000-55000
C8000	4x2	99-175	90½	D175-210	25100-39000	50000
C900	4x2	99-175	82½	G224-233	25100-39000	50000-60000
CT800	6x4	135-161	82½	G197-234	42860-52000	50000-60000

1980 ON-HIGHWAY TRUCKS

FORD

C SERIES continued

Series: CT8000
Axles: 6x4
Wb (in.): 135-161
BBC (in.): 90½
Engines: D175-210
GVW (lb): 48260-56000
GCW (lb): 50000

Series: CT900
Axles: 6x4
Wb (in.): 135-161
BBC (in.): 82½
Engines: G224-233
GVW (lb): 42860-56000
GCW (lb): 60000

CL SERIES

Series: CL9000
Axles: 4x2
Wb (in.): 110-142
BBC (in.): 54-88
Engines: D300
GVW (lb): 29900-35000
GCW (lb): 80000

Series: CLT9000
Axles: 6x4
Wb (in.): 142-246
BBC (in.): 64-110
Engines: D300
GVW (lb): 44960-51100
GCW (lb): 82000-13800

FREIGHTLINER TRUCKS

CONVENTIONAL SERIES

Series: FLC-12042T
Axles: 4x2
Wb (in.): 152-203
BBC (in.): 115-120
Engines: D250-525
GVW (lb): 27000-41000
GCW (lb): 80000-110000

Series: FLC-12064T
Axles: 6x4
Wb (in.): 161-263
BBC (in.): 115-120
Engines: D250-525
GVW (lb): 43000-62000
GCW (lb): 80000-150000

Series: FLC-12064
Axles: 6x4
Wb (in.): 200-270
BBC (in.): 115-120
Engines: D250-525
GVW (lb): 43000-62000
GCW (lb): 80000-150000

COE SERIES

Series: FLT-8642T
Axles: 4x2
Wb (in.): 114-174
BBC (in.): 48/104
Engines: D250-525
GVW (lb): 27000-41000
GCW (lb): 80000-110000

Series: FLT-8664T
Axles: 6x4
Wb (in.): 141-263
BBC (in.): 48/104
Engines: D250-525
GVW (lb): 43000-62000
GCW (lb): 80000-150000

Series: FLT-8664
Axles: 6x4
Wb (in.): 180-263
BBC (in.): 48/104
Engines: D250-525
GVW (lb): 43000-62000
GCW (lb): 80000-150000

FWD

RB SERIES

Series: RB44
Axles: 4x4
Wb (in.): 150-200
BBC (in.): 116
Engines: D225-350
GVW (lb): 35500-46000
GCW (lb):

CB SERIES

Series: CB66
Axles: 6x6
Wb (in.): 174-250
BBC (in.): 116
Engines: D225-350
GVW (lb): 42000-70000
GCW (lb):

Series: CB86
Axles: 8x6
Wb (in.): 174-246
BBC (in.): 116
Engines: D225-350
GVW (lb): 60000
GCW (lb):

Series: CB88
Axles: 8x8
Wb (in.): 210-270
BBC (in.): 116
Engines: D225-350
GVW (lb): 66000
GCW (lb):

Series: CB108
Axles: 10x8
Wb (in.): 212-260
BBC (in.): 116
Engines: D225-350
GVW (lb): 82000
GCW (lb):

FD SERIES

Series: FD86
Axles: 8x6
Wb (in.): 200-210
BBC (in.): 74½
Engines: D230-350
GVW (lb): 75000
GCW (lb):

DF SERIES

Series: DF4-3000
Axles: 4x4
Wb (in.): 131-206
BBC (in.): 85
Engines: D225
GVW (lb): 30000-32000
GCW (lb):

DF SERIES Continued

Series: DF4-4000
Axles: 4x4
Wb (in.): 131-206
BBC (in.): 85
Engines: D225
GVW (lb): 34000-38000
GCW (lb):

BXU SERIES

Series: BXU
Axles: 4x4
Wb (in.): 116
BBC (in.): 103½
Engines: D155
GVW (lb): Wheel tractor
GCW (lb):

GMC

CABALLERO

Series: Caballero
Axles: 4x2
Wb (in.): 116
BBC (in.):
Engines: G115-155
GVW (lb): 4438-4967
GCW (lb):

JIMMY

Series: C1500
Axles: 4x2
Wb (in.): 106½
BBC (in.):
Engines: G130-175
GVW (lb): 6050
GCW (lb):

Series: K1500
Axles: 4x4
Wb (in.): 106½
BBC (in.):
Engines: G130-175
GVW (lb): 6200
GCW (lb):

SUBURBAN

Series: C1500
Axles: 4x2
Wb (in.): 129½
BBC (in.):
Engines: G170
GVW (lb): 6400-6800
GCW (lb):

Series: C2500
Axles: 4x2
Wb (in.): 129½
BBC (in.):
Engines: G170-210
GVW (lb): 7100-8600
GCW (lb):

Series: K1500
Axles: 4x4
Wb (in.): 129½
BBC (in.):
Engines: G170
GVW (lb): 6200-7300
GCW (lb):

Series: K2500
Axles: 4x4
Wb (in.): 129½
BBC (in.):
Engines: G170-185
GVW (lb): 8600
GCW (lb):

1980 ON-HIGHWAY TRUCKS

GMC

PICKUPS

Series: C1500 Wide-side, Fender-side
Axles: 4x2
Wb (in.): 117½-131½
BBC (in.): 109
Engines: G130-175, D125
GVW (lb): 4900-6200
GCW (lb): —

Series: C2500 Wide-side, Fender-side
Axles: 4x2
Wb (in.): 131½
BBC (in.): 109
Engines: G115-210
GVW (lb): 6400-8600
GCW (lb): —

Series: C2500 Crew Cab Wide-side
Axles: 4x2
Wb (in.): 164½
BBC (in.): 142
Engines: G115-210
GVW (lb): 8600
GCW (lb): —

Series: C3500 Wide-side, Fender-side
Axles: 4x2
Wb (in.): 131½
BBC (in.): 109
Engines: G115-210
GVW (lb): 9000-10000
GCW (lb): —

Series: C3500 Crew Cab, Wide-side
Axles: 4x2
Wb (in.): 164½
BBC (in.): 142
Engines: G115-210
GVW (lb): 9000-10000
GCW (lb): —

Series: K1500 Wide-side, Fender-side
Axles: 4x4
Wb (in.): 117½-131½
BBC (in.): 109
Engines: G130-170
GVW (lb): 6200
GCW (lb): —

Series: K2500 Wide-side, Fender-side
Axles: 4x4
Wb (in.): 131½
BBC (in.): 109
Engines: G115-180
GVW (lb): 6400-8600
GCW (lb): —

PICKUPS continued

Series: C2500 Crew Cab, Wide-side
Axles: 4x2
Wb (in.): 164½
BBC (in.): 142
Engines: G115-210
GVW (lb): 8600
GCW (lb): —

Series: C3500 Wide-side, Fender-side
Axles: 4x2
Wb (in.): 131½
BBC (in.): 109
Engines: G115-210
GVW (lb): 9000-10000
GCW (lb): —

Series: C3500 Crew Cab, Wide-side
Axles: 4x2
Wb (in.): 164½
BBC (in.): 142
Engines: G115-210
GVW (lb): 9000-10000
GCW (lb): —

Series: K1500 Wide-side, Fender-side
Axles: 4x4
Wb (in.): 117½-131½
BBC (in.): 109
Engines: G130-170
GVW (lb): 6200
GCW (lb): —

Series: K2500 Wide-side, Fender-side
Axles: 4x4
Wb (in.): 131½
BBC (in.): 109
Engines: G115-180
GVW (lb): 6800-8600
GCW (lb): —

Series: K3500 Wide-side, Fender-side
Axles: 4x4
Wb (in.): 131½
BBC (in.): 109
Engines: G115-180
GVW (lb): 9200-10000
GCW (lb): —

Series: K3500 Crew Cab, Wide-side
Axles: 4x4
Wb (in.): 164½
BBC (in.): 142
Engines: G115-180
GVW (lb): 9200-10000
GCW (lb): —

C & K SERIES (Chassis cabs)

Series: C1500
Axles: 4x2
Wb (in.): 117½-131½
BBC (in.): 109
Engines: G170
GVW (lb): 6200
GCW (lb): —

Series: C2500
Axles: 4x2
Wb (in.): 131½
BBC (in.): 109
Engines: G115-210
GVW (lb): 6400-8600
GCW (lb): —

Series: C2500 Crew/ Bonus Cab
Axles: 4x2
Wb (in.): 131½
BBC (in.): 109
Engines: G115-210
GVW (lb): 8600
GCW (lb): —

Series: C3500
Axles: 4x2
Wb (in.): 131½-159½
BBC (in.): 109
Engines: G115-210
GVW (lb): 9000-10000
GCW (lb): —

Series: C3500 Crew/ Bonus Cab
Axles: 4x2
Wb (in.): 164½
BBC (in.): 142
Engines: G115-210
GVW (lb): 9000-10000
GCW (lb): —

Series: K1500
Axles: 4x4
Wb (in.): 117½-131½
BBC (in.): 109
Engines: G130-170
GVW (lb): 6200
GCW (lb): —

Series: K2500
Axles: 4x4
Wb (in.): 131½
BBC (in.): 109
Engines: G115-180
GVW (lb): 6800-8600
GCW (lb): —

C & K SERIES continued

Series: K3500
Axles: 4x4
Wb (in.): 131½
BBC (in.): 109
Engines: G115-180
GVW (lb): 9200-10000
GCW (lb): —

Series: K3500 Crew/ Bonus Cab
Axles: 4x4
Wb (in.): 164½
BBC (in.): 142
Engines: G115-180
GVW (lb): 9200-10000
GCW (lb): —

VAN SERIES

Series: G1500
Axles: 4x2
Wb (in.): 110-125
BBC (in.): —
Engines: G130-175
GVW (lb): 4900-6000
GCW (lb): —

Series: G2500
Axles: 4x2
Wb (in.): 110-125
BBC (in.): —
Engines: G130-175
GVW (lb): 6600
GCW (lb): —

Series: G3500
Axles: 4x2
Wb (in.): 110-146
BBC (in.): —
Engines: G165-180
GVW (lb): 8600
GCW (lb): —

P SERIES

Series: P1500
Axles: 4x2
Wb (in.): 102
BBC (in.): —
Engines: G115
GVW (lb): 6200
GCW (lb): —

Series: P2500
Axles: 4x2
Wb (in.): 125-133
BBC (in.): —
Engines: G115-170
GVW (lb): 6800-8600
GCW (lb): —

P SERIES continued

Series: P3500
Axles: 4x2
Wb (in.): 125-178
BBC (in.): —
Engines: G115-210
GVW (lb): 7600-14500
GCW (lb): —

Series: P4T042
Axles: 4x2
Wb (in.): 125-254
BBC (in.): 92-97½
Engines: G190-225, D146-16
GVW (lb): 19200-33200
GCW (lb): 21000-60000

MEDIUM DUTY CONVENTIONAL SERIES

Series: C5D042
Axles: 4x2
Wb (in.): 125-167
BBC (in.): 97½
Engines: G125-161
GVW (lb): 13800-18500
GCW (lb): 18500

Series: C6D042
Axles: 4x2
Wb (in.): 125-218
BBC (in.): 92-97½
Engines: G125-190, D146
GVW (lb): 16000-24000
GCW (lb): 21000-45000

Series: C6D062
Axles: 6x2
Wb (in.): 185-209
BBC (in.): 97½
Engines: G190
GVW (lb): 33700-41000
GCW (lb): —

Series: C7D042
Axles: 4x2
Wb (in.): 125-254
BBC (in.): 92-97½
Engines: G190-225, D146-161
GVW (lb): 19200-33200
GCW (lb): 21000-60000

Series: C7D064
Axles: 6x4
Wb (in.): 149-226
BBC (in.): 97½
Engines: G190-225
GVW (lb): 35400-50000
GCW (lb): 45000-60000

1980 ON-HIGHWAY TRUCKS

GMC

STEEL TILT-CAB SERIES

Series: W6N042
Axles: 4x2
Wb (in.): 133-199
BBC (in.): 71¾
Engines: G161-200
GVW (lb): 16000-25160
GCW (lb): 21000-35000

Series: W7N042
Axles: 4x2
Wb (in.): 109-199
BBC (in.): 71¾
Engines: G180-220
GVW (lb): 19200-33200
GCW (lb): 21000-60000

BRIGADIER SERIES
(Short conventional)

Series: J8C042
Axles: 4x2
Wb (in.): 139-217
BBC (in.): 92¾
Engines: G220, D164-199
GVW (lb): 23100-33200
GCW (lb): 50000-60000

Series: J8C064
Axles: 6x4
Wb (in.): 169-218
BBC (in.): 92¾
Engines: G220, D164-199
GVW (lb): 40300-50000
GCW (lb): 60000

Series: J9C042
Axles: 4x2
Wb (in.): 139-169
BBC (in.): 92¾
Engines: D198-334
GVW (lb): 25900-34080
GCW (lb): 49000-80000

Series: J9C064
Axles: 6x4
Wb (in.): 151-210
BBC (in.): 92¾
Engines: D198-334
GVW (lb): 42800-56580
GCW (lb): 51000-80000

GENERAL SERIES

Series: N9E042
Axles: 4x2
Wb (in.): 159-164
BBC (in.): 108
Engines: D218-338
GVW (lb): 25900-44800
GCW (lb): 49000-80000

GENERAL SERIES continued

Series: N9E064
Axles: 6x4
Wb (in.): 159-230
BBC (in.): 108
Engines: D210-384
GVW (lb): 42800-66000
GCW (lb): 51000-80000

Series: N9F042
Axles: 4x2
Wb (in.): 172-190
BBC (in.): 116
Engines: D230-414
GVW (lb): 25900-44800
GCW (lb): 49000-80000

Series: N9F064
Axles: 6x4
Wb (in.): 172-256
BBC (in.): 116
Engines: D230-414
GVW (lb): 42800-66000
GCW (lb): 51000-80000

ASTRO SERIES (COE)

Series: D9K042
Axles: 4x2
Wb (in.): 110-142
BBC (in.): 55
Engines: D210-338
GVW (lb): —
GCW (lb): 49000-80000

Series: D9K064
Axles: 6x4
Wb (in.): 142-195
BBC (in.): 55
Engines: D210-414
GVW (lb): —
GCW (lb): 51000-80000

Series: D9L042
Axles: 4x2
Wb (in.): 130-142
BBC (in.): 87
Engines: D210-338
GVW (lb): —
GCW (lb): 49000-80000

Series: D9L064
Axles: 6x4
Wb (in.): 142-195
BBC (in.): 87
Engines: D210-414
GVW (lb): —
GCW (lb): 51000-80000

INTERNATIONAL HARVESTER

SCOUT SERIES

Series: Scout II
Axles: 4x4
Wb (in.): 100
BBC (in.): —
Engines: G77-148, D101
GVW (lb): 6200
GCW (lb): —

Series: Scout Traveler
Axles: 4x4
Wb (in.): 118
BBC (in.): —
Engines: G77-148, D101
GVW (lb): 6200
GCW (lb): —

Series: Scout Terra
Axles: 4x4
Wb (in.): 118
BBC (in.): —
Engines: G77-148, D101
GVW (lb): 6200
GCW (lb): —

S SERIES (Medium)

Series: 1624
Axles: 4x2
Wb (in.): 140-188
BBC (in.): 97½
Engines: G158
GVW (lb): 14800-19200
GCW (lb): 35000

Series: 1724
Axles: 4x2
Wb (in.): 124-254
BBC (in.): 97½
Engines: G158-210
GVW (lb): 16000-26500
GCW (lb): 40000

Series: 1754
Axles: 4x2
Wb (in.): 140-218
BBC (in.): 97½
Engines: G188-235
GVW (lb): 16000-28000
GCW (lb): 45000

Series: 1824
Axles: 4x2
Wb (in.): 124-254
BBC (in.): 97½
Engines: G188-235
GVW (lb): 17000-33200
GCW (lb): 45000

S SERIES continued

Series: 1824 4x4
Axles: 4x4
Wb (in.): 140-218
BBC (in.): 97½
Engines: G158-235
GVW (lb): 21700-30720
GCW (lb): —

Series: 1854
Axles: 4x2
Wb (in.): 124-254
BBC (in.): 97½
Engines: D180
GVW (lb): 20200-33200
GCW (lb): 45000

Series: 1854 4x4
Axles: 4x4
Wb (in.): 140-218
BBC (in.): 97½
Engines: D165
GVW (lb): 21700-30720
GCW (lb): —

Series: 1924
Axles: 4x2
Wb (in.): 124-254
BBC (in.): 97½
Engines: G210-235
GVW (lb): 21700-33200
GCW (lb): 50000

Series: F-1924
Axles: 6x4
Wb (in.): 152-224
BBC (in.): 100½
Engines: G188-235
GVW (lb): 39000-50000
GCW (lb): 65000

Series: F-1924 6x6
Axles: 6x6
Wb (in.): 170-224
BBC (in.): 100½
Engines: G188-235
GVW (lb): 41320-43000
GCW (lb): —

Series: 1954
Axles: 4x2
Wb (in.): 124-254
BBC (in.): 97½
Engines: D210
GVW (lb): 21700-33200
GCW (lb): 50000

S SERIES continued

Series: F-1954
Axles: 6x4
Wb (in.): 152-224
BBC (in.): 100½
Engines: D180
GVW (lb): 39000-50000
GCW (lb): 65000

Series: F-1954 6x6
Axles: 6x6
Wb (in.): 170-224
BBC (in.): 100½
Engines: D180
GVW (lb): 41320-43000
GCW (lb): —

Series: 1925
Axles: 4x2
Wb (in.): 140-152
BBC (in.): 97½
Engines: G188-235
GVW (lb): 22300-32520
GCW (lb): 55000

Series: 1955
Axles: 4x2
Wb (in.): 140-152
BBC (in.): 97½
Engines: D190-210
GVW (lb): 25160-32520
GCW (lb): 55000

Series: 2125
Axles: 4x2
Wb (in.): 136-148
BBC (in.): 91¼
Engines: G208-236
GVW (lb): 23660-32520
GCW (lb): 55000

Series: F-2125
Axles: 6x4
Wb (in.): 144-160
BBC (in.): 91¼
Engines: G208-236
GVW (lb): 41320-48800
GCW (lb): 65000

Series: 2155
Axles: 4x2
Wb (in.): 136-148
BBC (in.): 91¼
Engines: 72¾-84¾
GVW (lb): 23660-32520
GCW (lb): 55000

1980 ON-HIGHWAY TRUCKS

INTERNATIONAL HARVESTER

S SERIES (Heavy)

Series: 2275
Axles: 4x2
Wb (in.): 136-148
BBC (in.): 91½
Engines: D228-375
GVW (lb): 28040-35000
GCW (lb): 80000

Series: 2524
Axles: 4x2
Wb (in.): 162-216
BBC (in.): 112
Engines: G203
GVW (lb): 43160
GCW (lb): —

Series: 2554
Axles: 4x2
Wb (in.): 162-216
BBC (in.): 112
Engines: D210
GVW (lb): 43120
GCW (lb): —

Series: 2574
Axles: 4x2
Wb (in.): 162-216
BBC (in.): 112
Engines: D228-350
GVW (lb): 28040-40560
GCW (lb): 55000

Series: 2575
Axles: 4x2
Wb (in.): 150-162
BBC (in.): 111½
Engines: D228-375
GVW (lb): 28040-35000
GCW (lb): 80000

Series: F-2674
Axles: 4x2
Wb (in.): 148-202
BBC (in.): 112
Engines: D228-350
GVW (lb): 29840-42560
GCW (lb): 55000

Series: F-2275
Axles: 6x4
Wb (in.): 144-166
BBC (in.): 91½
Engines: D228-375
GVW (lb): 44800-50000
GCW (lb): 80000

S SERIES continued

Series: F-2524
Axles: 6x4
Wb (in.): 180-252
BBC (in.): 112
Engines: G203
GVW (lb): 43000-62000
GCW (lb): 80000

Series: F-2554
Axles: 6x4
Wb (in.): 180-252
BBC (in.): 112
Engines: D210
GVW (lb): 43000-62000
GCW (lb): 80000

Series: F-2574
Axles: 6x4
Wb (in.): 180-252
BBC (in.): 112
Engines: D228-350
GVW (lb): 48860-64000
GCW (lb): 80000

Series: F-2575
Axles: 6x4
Wb (in.): 162-180
BBC (in.): 111½
Engines: D228-375
GVW (lb): 44800-50000
GCW (lb): 80000

Series: F-2624
Axles: 6x4
Wb (in.): 148-238
BBC (in.): 112
Engines: G203
GVW (lb): 44860-62000
GCW (lb): 80000

Series: F-2654
Axles: 6x4
Wb (in.): 148-238
BBC (in.): 112
Engines: D210
GVW (lb): 44860-62000
GCW (lb): 80000

Series: F-2674
Axles: 6x4
Wb (in.): 148-238
BBC (in.): 112
Engines: D228-350
GVW (lb): 48860-64000
GCW (lb): 80000

PAYSTAR SERIES

Series: 5050
Axles: 4x4
Wb (in.): 146-182
BBC (in.): 114
Engines: D210
GVW (lb): 36920-41000
GCW (lb): 80000

Series: 5070
Axles: 4x4
Wb (in.): 146-182
BBC (in.): 114
Engines: D220-290
GVW (lb): 36920-42700
GCW (lb): 80000

Series: F-5050
Axles: 6x4
Wb (in.): 146-212
BBC (in.): 114
Engines: D210
GVW (lb): 48860-62000
GCW (lb): 80000

Series: F-5050 SF
Axles: 6x4
Wb (in.): 164-218
BBC (in.): 114
Engines: D210
GVW (lb): 48860-62000
GCW (lb): 80000

Series: F-5070
Axles: 6x4
Wb (in.): 146-212
BBC (in.): 114
Engines: D220-435
GVW (lb): 48860-73160
GCW (lb): 120000

Series: F-5070 SF
Axles: 6x4
Wb (in.): 164-218
BBC (in.): 114
Engines: D220-435
GVW (lb): 48860-71440
GCW (lb): 120000

Series: F-5050
Axles: 6x6
Wb (in.): 164-212
BBC (in.): 114
Engines: D210
GVW (lb): 53200-64000
GCW (lb): 120000

PAYSTAR SERIES continued

Series: F5070
Axles: 6x6
Wb (in.): 182-212
BBC (in.): 114
Engines: D220-440
GVW (lb): 53200-63700
GCW (lb): 120000

TRANSTAR SERIES

Series: 4270
Axles: 4x2
Wb (in.): 150-174
BBC (in.): 107
Engines: D270-370
GVW (lb): 29000-35000
GCW (lb): 80000

Series: 4370
Axles: 4x2
Wb (in.): 160-184
BBC (in.): 117
Engines: D290-365
GVW (lb): 29000-35000
GCW (lb): 80000

Series: F-4270
Axles: 6x4
Wb (in.): 150-240
BBC (in.): 107
Engines: D270-370
GVW (lb): 44860-60000
GCW (lb): 120000

Series: F-4370
Axles: 6x4
Wb (in.): 160-240
BBC (in.): 117
Engines: D290-450
GVW (lb): 44860-60000
GCW (lb): 120000

CARGOSTAR SERIES

Series: CO-1610B
Axles: 4x2
Wb (in.): 101-192
BBC (in.): 70
Engines: G147
GVW (lb): 17000-25000
GCW (lb): 40000

Series: CO-1710B
Axles: 4x2
Wb (in.): 101-192
BBC (in.): 70
Engines: G189
GVW (lb): 21700-27500
GCW (lb): 45000

CARGOSTAR SERIES continued

Series: CO-1810b
Axles: 4x2
Wb (in.): 101-192
BBC (in.): 70
Engines: G206-227
GVW (lb): 21700-33200
GCW (lb): 50000

Series: CO-1850B
Axles: 4x2
Wb (in.): 101-192
BBC (in.): 70
Engines: D165-180
GVW (lb): 21700-33200
GCW (lb): 50000

Series: CO-1910B
Axles: 4x2
Wb (in.): 101-192
BBC (in.): 70
Engines: G203
GVW (lb): 25160-39000
GCW (lb): 50000

Series: CO-1950B
Axles: 4x2
Wb (in.): 101-192
BBC (in.): 70
Engines: D180
GVW (lb): 25160-39000
GCW (lb): 50000

Series: COF-1810B
Axles: 6x4
Wb (in.): 125-192
BBC (in.): 70
Engines: G206-227
GVW (lb): 39000-46000
GCW (lb): 60000

Series: COF-1910B
Axles: 6x4
Wb (in.): 125-192
BBC (in.): 70
Engines: G203
GVW (lb): 41320-56000
GCW (lb): 55000

Series: COF-1950B
Axles: 6x4
Wb (in.): 125-192
BBC (in.): 70
Engines: D180
GVW (lb): 41320-50000
GCW (lb): 55000

1980 ON-HIGHWAY TRUCKS

INTERNATIONAL HARVESTER

CARGOSTAR SERIES continued

Series: COF-5370
Axles: 6x4
Wb (in.): 164-224
BBC (in.): 70
Engines: D230-290
GVW (lb): 48860-71440
GCW (lb): 120000

CO TRANSTAR II SERIES

Series: CO-4070B
Axles: 4x2
Wb (in.): 113-152
BBC (in.): 59-88
Engines: D220-370
GVW (lb): 29900-34560
GCW (lb): 60000

Series: COF-4070B
Axles: 6x4
Wb (in.): 143-184
BBC (in.): 59-88
Engines: D290-408
GVW (lb): 44800-49560
GCW (lb): 120000

IVECO

FL SERIES

Series: 106A11FL
Axles: 4x2
Wb (in.): 110-193
BBC (in.): 71
Engines: D160
GVW (lb): 25500-27000
GCW (lb): ......

Series: 160A13FL
Axles: 4x2
Wb (in.): 110-193
BBC (in.): 71
Engines: D160
GVW (lb): 29500-32500
GCW (lb): ......

Series: 200A13FL
Axles: 4x2
Wb (in.): 110-193
BBC (in.): 71
Engines: D200
GVW (lb): 29500-32500
GCW (lb): ......

FS SERIES

Series: 200A13FS
Axles: 4x2
Wb (in.): 110
BBC (in.): 71
Engines: D200
GVW (lb): ......
GCW (lb): 50000-53000

JEEP

UNIVERSAL

Series: CJ5
Axles: 4x4
Wb (in.): 83
BBC (in.): ......
Engines: G90-120
GVW (lb): 3750-4150
GCW (lb): ......

Series: CJ7
Axles: 4x4
Wb (in.): 93
BBC (in.): ......
Engines: G90-120
GVW (lb): 3750-4150
GCW (lb): ......

JEEP CHEROKEE

Series: Cherokee
Axles: 4x4
Wb (in.): 109
BBC (in.): ......
Engines: G120-140
GVW (lb): 6200
GCW (lb): ......

J SERIES

Series: Wagoneer
Axles: 4x4
Wb (in.): 109
BBC (in.): ......
Engines: G120-140
GVW (lb): 6200
GCW (lb): ......

Series: J10 Truck
Axles: 4x4
Wb (in.): 119-131
BBC (in.): ......
Engines: G120-140
GVW (lb): 6200
GCW (lb): ......

Series: J20 Truck
Axles: 4x4
Wb (in.): 131
BBC (in.): ......
Engines: G120-140
GVW (lb): 6800-8400
GCW (lb): ......

KENWORTH

CONSTRUCTION

Series: C500
Axles: 6x4
Wb (in.): 155-320
BBC (in.): 115
Engines: D230-450
GVW (lb): 50000-87000
GCW (lb): 85000-180000

Series: C500
Axles: 6x6
Wb (in.): 155-320
BBC (in.): 115
Engines: D230-450
GVW (lb): 50000-87000
GCW (lb): 85000-180000

Series: BRUTE
Axles: 6x4
Wb (in.): 135-300
BBC (in.): 115
Engines: D230-450
GVW (lb): 62000-81000
GCW (lb): 120000-180000

COE

Series: K100
Axles: 4x2
Wb (in.): 120-260
BBC (in.): 52-180
Engines: D230-525
GVW (lb): 35000-55000
GCW (lb): 76800

Series: K100
Axles: 6x4
Wb (in.): 120-260
BBC (in.): 52-108
Engines: D230-525
GVW (lb): 50000-84000
GCW (lb): 85000-120000

Series: L700
Axles: 6x4
Wb (in.): 177-210
BBC (in.): 58
Engines: D230-350
GVW (lb): 50000-68000
GCW (lb): 85000-180000

CONVENTIONAL

Series: W900
Axles: 4x2
Wb (in.): 160-260
BBC (in.): 116½
Engines: D230-525
GVW (lb): 35000-55000
GCW (lb): 76800

CONVENTIONAL continued

Series: W900
Axles: 6x4
Wb (in.): 160-260
BBC (in.): 116½
Engines: D230-525
GVW (lb): 50000-84000
GCW (lb): 85000-120000

1980 ON-HIGHWAY TRUCKS

MACK

R SERIES (Conventional)

Series: R400P
Axles: 4x2
Wb (in.): 163-217
BBC (in.): 112
Engines: D175-210
GVW (lb): 29000-41000
GCW (lb): ......

Series: R600T
Axles: 4x2
Wb (in.): 151-186
BBC (in.): 107
Engines: D200-350
GVW (lb): 33000-41000
GCW (lb): ......

Series: R600ST
Axles: 6x4
Wb (in.): 151-187
BBC (in.): 107
Engines: D250
GVW (lb): 44500-56000
GCW (lb): ......

Series: R700S
Axles: 6x4
Wb (in.): 211-247
BBC (in.): 119
Engines: D300
GVW (lb): 48500-56000
GCW (lb): ......

Series: R700ST
Axles: 6x4
Wb (in.): 138-244
BBC (in.): 119
Engines: D237
GVW (lb): 44500-56000
GCW (lb): ......

RD SERIES (Construction)

Series: RD487P
Axles: 4x2
Wb (in.): 163-234
BBC (in.): 112
Engines: D210
GVW (lb): 33500-47000
GCW (lb): ......

Series: RD400S
Axles: 6x4
Wb (in.): 163-227
BBC (in.): 112
Engines: D210
GVW (lb): 44500-62000
GCW (lb): ......

RD SERIES continued

Series: RD600P
Axles: 4x2
Wb (in.): 163-234
BBC (in.): 112
Engines: D200-285
GVW (lb): 33500-47000
GCW (lb): ......

Series: RD600S
Axles: 6x4
Wb (in.): 163-227
BBC (in.): 112
Engines: D237-315
GVW (lb): 44500-62000
GCW (lb): ......

Series: RD600SX
Axles: 6x4
Wb (in.): 163-227
BBC (in.): 112
Engines: D237-315
GVW (lb): 62000-76000
GCW (lb): ......

Series: RD700SX
Axles: 6x4
Wb (in.): 163-211
BBC (in.): 124
Engines: D325-430
GVW (lb): 67000-73000
GCW (lb): ......

RM SERIES
(Construction/snow plow)

Series: RM4874X
Axles: 4x4
Wb (in.): 139-163
BBC (in.): 118
Engines: D210
GVW (lb): 34500-46000
GCW (lb): ......

Series: RM6004X
Axles: 4x4
Wb (in.): 139-222
BBC (in.): 118
Engines: D237-285
GVW (lb): 39000-52000
GCW (lb): ......

Series: RM6006X
Axles: 6x6
Wb (in.): 166-296
BBC (in.): 118
Engines: D237-285
GVW (lb): 50000-67000
GCW (lb): ......

RM SERIES continued

Series: RM6866SX
Axles: 6x6
Wb (in.): 166-296
BBC (in.): 118
Engines: D285
GVW (lb): 76000-103000
GCW (lb): ......

RL & RS SERIES
(Mack Western conventional)

Series: RL600LS
(mixer chassis)
Axles: 6x4
Wb (in.): 188-242
BBC (in.): 105
Engines: D237-315
GVW (lb): 52000-62000
GCW (lb): ......

Series: RL—RS 600L
Axles: 4x2
Wb (in.): 152-296
BBC (in.): 105
Engines: D237-335
GVW (lb): ......
GCW (lb): ......

Series: RL& RS600LS
Axles: 6x4
Wb (in.): 152-320
BBC (in.): 105
Engines: D237-335
GVW (lb): ......
GCW (lb): ......

RWL & RWS SERIES
(Mack Western Super-Liner conventional)

Series: RWL&RWS700L
Axles: 4x2
Wb (in.): 158-314
BBC (in.): 120
Engines: D237-525
GVW (lb): ......
GCW (lb): ......

Series: RWL&RWS 700LS
Axles: 6x4
Wb (in.): 158-320
BBC (in.): 120
Engines: D237-525
GVW (lb): ......
GCW (lb): ......

U SERIES (Offset Cab)

Series: U 600T
Axles: 4x2
Wb (in.): 138-147
BBC (in.): 90
Engines: D200-350
GVW (lb): 33500-41000
GCW (lb): ......

U SERIES continued

Series: U600ST
Axles: 6x4
Wb (in.): 144-165
BBC (in.): 90
Engines: D237-350
GVW (lb): 44500-56000
GCW (lb): ......

Series: U700ST
Axles: 6x4
Wb (in.): 144-165
BBC (in.): 90
Engines: D300
GVW (lb): 44500-56000
GCW (lb): ......

DM & DMM SERIES
(Dumper-mixer)

Series: DM400S
Axles: 6x4
Wb (in.): 165-237
BBC (in.): 101
Engines: D210
GVW (lb): 44500-64000
GCW (lb): ......

Series: DM685X
Axles: 4x2
Wb (in.): 150-203
BBC (in.): 101
Engines: D237
GVW (lb): 35000-58000
GCW (lb): ......

Series: DM600S
Axles: 6x4
Wb (in.): 165-237
BBC (in.): 101
Engines: D200-350
GVW (lb): 44500-64000
GCW (lb): ......

Series: DM600SX
Axles: 6x4
Wb (in.): 165-217
BBC (in.): 101
Engines: D237-350
GVW (lb): 78000-85000
GCW (lb): ......

Series: DM800SX
Axles: 6x4
Wb (in.): 165-217
BBC (in.): 101
Engines: D237-350
GVW (lb): 78000-103000
GCW (lb): ......

DM & DMM SERIES continued

Series: DM800ST
Axles: 6x4
Wb (in.): 149-192
BBC (in.): 125
Engines: D350-400
GVW (lb): 54000-64000
GCW (lb): ......

Series: DMM600S
Axles: 6x4
Wb (in.): 154-224
BBC (in.): 101
Engines: D237-315
GVW (lb): 54000-85000
GCW (lb): ......

Series: DMM6006S
Axles: 6x6
Wb (in.): 166-296
BBC (in.): 101
Engines: D237-285
GVW (lb): 50000-67000
GCW (lb): ......

Series: DMM6006SX
Axles: 6x6
Wb (in.): 166-296
BBC (in.): 101
Engines: D237-285
GVW (lb): 74000-88000
GCW (lb): ......

MC & MR SERIES
(Low tilt cab)

Series: MC400P
Axles: 4x2
Wb (in.): 105-181
BBC (in.): 59
Engines: D175-210
GVW (lb): 29000-41000
GCW (lb): ......

Series: MC400S
Axles: 6x4
Wb (in.): 128-173
BBC (in.): 59
Engines: D175
GVW (lb): 44500-56000
GCW (lb): ......

Series: MC600P
Axles: 4x2
Wb (in.): 105-181
BBC (in.): 59
Engines: D200-285
GVW (lb): 33500-41000
GCW (lb): ......

1980 ON-HIGHWAY TRUCKS

MACK

MC & MR SERIES continued

Series: MC600S
Axles: 6x4
Wb (in.): 128-173
BBC (in.): 59
Engines: D200-285
GVW (lb): 44500-56000
GCW (lb): ......

Series: MR400P
Axles: 4x2
Wb (in.): 133-181
BBC (in.): 63
Engines: D175-210
GVW (lb): 29000-41000
GCW (lb): ......

Series: MR400S
Axles: 6x4
Wb (in.): 143-197
BBC (in.): 63
Engines: D175
GVW (lb): 44500-56000
GCW (lb): ......

Series: MR600S
Axles: 6x4
Wb (in.): 128-173
BBC (in.): 63
Engines: D200-285
GVW (lb): 44500-56000
GCW (lb): ......

F SERIES (COE)

Series: F700T
(regular cab)
Axles: 4x2
Wb (in.): 128-256
BBC (in.): 50½
Engines: D237-350
GVW (lb): 33500-35000
GCW (lb): ......

Series: F700T
(sleeper cab)
Axles: 4x2
Wb (in.): 128-156
BBC (in.): 86½
Engines: D237-350
GVW (lb): 33500-35000
GCW (lb): —

Series: F700ST
(regular cab)
Axles: 6x4
Wb (in.): 138-244
BBC (in.): 50½
Engines: D237-435
GVW (lb): 44500-50000
GCW (lb): ......

F SERIES continued

Series: F700ST
(sleeper cab)
Axles: 6x4
Wb (in.): 138-244
BBC (in.): 86½
Engines: D237-435
GVW (lb): 44500-50000
GCW (lb): ......

WL & WS SERIES (Mack Western Cruiseliner COE)

Series: WL&WS 700L
(regular cab)
Axles: 4x2
Wb (in.): 116-176
BBC (in.): 54
Engines: D237-525
GVW (lb): ......
GCW (lb): ......

Series: WL&WS700LS
(sleeper cab)
Axles: 4x2
Wb (in.): 116-176
BBC (in.): 76
Engines: D237-525
GVW (lb): —
GCW (lb): —

WL & WS SERIES

Series: WL&WS700L
(sleeper cab)
Axles: 4x2
Wb (in.): 116-176
BBC (in.): 90
Engines: D237-450
GVW (lb): —
GCW (lb): —

Series: WL&WS700LS
(regular cab)
Axles: 6x4
Wb (in.): 146-254
BBC (in.): 54
Engines: D237-450
GVW (lb): —
GCW (lb): —

Series: WL&WS700LS
(sleeper cab)
Axles: 6x4
Wb (in.): 146-254
BBC (in.): 76
Engines: D237-450
GVW (lb): —
GCW (lb): —

Series: WL&WS700LS
(sleeper cab)
Axles: 4x2
Wb (in.): 146-254
BBC (in.): 90
Engines: D237-450
GVW (lb): —
GCW (lb): —

MS SERIES

Series: MS200P
Axles: 4x2
Wb (in.): 138-193
BBC (in.): 69
Engines: D175-210
GVW (lb): 25000-28000
GCW (lb): ......

Series: MS300P
Axles: 4x2
Wb (in.): 138-193
BBC (in.): 69
Engines: D210
GVW (lb): 29500-31500
GCW (lb): ......

Series: MS300T
Axles: 4x2
Wb (in.): 112
BBC (in.): 69
Engines: D210
GVW (lb): —
GCW (lb): 55000

MARMON

CHDT SERIES

Series: CHDT-AC
Axles: 4x2
Wb (in.): 150 & up
BBC (in.): 117¾
Engines: D250-525
GVW (lb): 35000
GCW (lb): 127000

Series: CHDT-BC
Axles: 6x4
Wb (in.): 175 & up
BBC (in.): 117¾
Engines: D250-525
GVW (lb): 50000
GCW (lb): 127000

HDT SERIES

Series: HDT-AC-86
Axles: 4x2
Wb (in.): 123 & up
BBC (in.): 86
Engines: D250-525
GVW (lb): 35000
GCW (lb): 127000

Series: HDT-BC-86
Axles: 6x4
Wb (in.): 148 & up
BBC (in.): 86
Engines: D250-525
GVW (lb): 50000
GCW (lb): 127000

Series: HDT-BC-110
Axles: 6x4
Wb (in.): 168 & up
BBC (in.): 110
Engines: D250-525
GVW (lb): 50000
GCW (lb): 127000

MERCEDES-BENZ

L SERIES

Series: L1013
Axles: 4x2
Wb (in.): 142-203
BBC (in.): 87
Engines: D130
GVW (lb): 22000
GCW (lb): ......

Series: L1113
Axles: 4x2
Wb (in.): 142-203
BBC (in.): 87
Engines: D130
GVW (lb): 25000
GCW (lb): ......

Series: L1116
Axles: 4x2
Wb (in.): 142-203
BBC (in.): 87
Engines: D156
GVW (lb): 25000
GCW (lb): —

Series: L1316
Axles: 4x2
Wb (in.): 142-203
BBC (in.): 87
Engines: D156
GVW (lb): 30000
GCW (lb): —

Series: L1418
Axles: 4x2
Wb (in.): 142-203
BBC (in.): 87
Engines: D180
GVW (lb): 32225
GCW (lb): —

1980 ON-HIGHWAY TRUCKS

OSHKOSH

F SERIES

Series: F2338
Axles: 6x6
Wb (in.): 187-247
BBC (in.): 136½
Engines: D210-250
GVW (lb): 61000
GCW (lb): ......

Series: F2344
Axles: 6x6
Wb (in.): 187-247
BBC (in.): 136½
Engines: D210-290
GVW (lb): 67000
GCW (lb): ......

Series: F2355
Axles: 6x6
Wb (in.): 211-252
BBC (in.): 119½
Engines: D290
GVW (lb): 78000
GCW (lb): ......

Series: F2365
Axles: 6x6
Wb (in.): 210
BBC (in.): 135
Engines: D430-450
GVW (lb): 88000
GCW (lb): 200000

P SERIES

Series: P2323
Axles: 4x4
Wb (in.): 158
BBC (in.): 119½
Engines: D173-250
GVW (lb): 46000
GCW (lb): ......

Series: P2327
Axles: 4x4
Wb (in.): 158
BBC (in.): 119½
Engines: D290
GVW (lb): 50000
GCW (lb): ......

Series: P2330
Axles: 4x4
Wb (in.): 158
BBC (in.): 119½
Engines: D350
GVW (lb): 53000
GCW (lb): ......

P SERIES continued

Series: P2344
Axles: 6x6
Wb (in.): 175
BBC (in.): 119½
Engines: D290
GVW (lb): 67000
GCW (lb): ......

R SERIES

Series: R1244
Axles: 6x4
Wb (in.): 168
BBC (in.): 126½
Engines: D280
GVW (lb): 56000
GCW (lb): 120000

Series: R1246
Axles: 6x4
Wb (in.): 199
BBC (in.): 129½
Engines: D380
GVW (lb): 58000
GCW (lb): 170000

Series: R1665
Axles: 6x4
Wb (in.): 199
BBC (in.): 129½
Engines: D380
GVW (lb): 83000
GCW (lb): 180000

B SERIES

Series: B2038
Axles: 6x4
Wb (in.): 211
BBC (in.): 74¾
Engines: D210-255
GVW (lb): 56000
GCW (lb): ......

Series: B2044
Axles: 6x4
Wb (in.): 200
BBC (in.): 74¾
Engines: D230-294
GVW (lb): 62000
GCW (lb): ......

Series: B2338
Axles: 6x6
Wb (in.): 211
BBC (in.): 74¾
Engines: D260
GVW (lb): 61000
GCW (lb): ......

B SERIES continued

Series: B2344
Axles: 6x6
Wb (in.): 200
BBC (in.): 74¾
Engines: D230-290
GVW (lb): 67000
GCW (lb): ......

L SERIES

Series: L1838
Axles: 6x4, 6x6
Wb (in.): 228
BBC (in.): 152
Engines: D350
GVW (lb): 56000
GCW (lb): ......

A SERIES

Series: A1824
Axles: 4x2
Wb (in.): 188
BBC (in.): 130
Engines: D350
GVW (lb): 42000
GCW (lb): ......

Series: A1834
Axles: 6x4
Wb (in.): 228
BBC (in.): 130
Engines: D350
GVW (lb): 52000
GCW (lb): ......

Series: A1838
Axles: 6x4
Wb (in.): 228
BBC (in.): 130
Engines: D350
GVW (lb): 56000
GCW (lb): ......

PETERBILT

CONSTRUCTION

Series: 353B
Axles: 6x4
Wb (in.): 150-248
BBC (in.): 117
Engines: D350-450
GVW (lb): 76000-85000
GCW (lb): 120000-180000

Series: 348
Axles: 6x4
Wb (in.): 150-312
BBC (in.): 115
Engines: D250-290
GVW (lb): 56000-62000
GCW (lb): ......

CONVENTIONAL

Series: 289
Axles: 4x2
Wb (in.): 131-326
BBC (in.): 113/119
Engines: D350-450
GVW (lb): 30000-55000
GCW (lb): 76800

Series: 359
Axles: 6x4
Wb (in.): 150-312
BBC (in.): 113/119
Engines: D350-450
GVW (lb): 46000-62000
GCW (lb): 76800-125000

Series: 359B
Axles: 6x4
Wb (in.): 150-298
BBC (in.): 113
Engines: D350-450
GVW (lb): 46000-62000
GCW (lb): 76800-175000

CITY DELIVERY

Series: 310
Axles: 6x4
Wb (in.): 178-210
BBC (in.): 58
Engines: D230
GVW (lb): 50000-70000
GCW (lb): ......

COE

Series: 282
Axles: 4x2
Wb (in.): 102-325
BBC (in.): 54-110
Engines: D350-425
GVW (lb): 30000-53000
GCW (lb): 76800

COE continued

Series: 352
Axles: 6x4
Wb (in.): 119-311
BBC (in.): 54-110
Engines: D350-400
GVW (lb): 46000-62000
GCW (lb): 76800-125000

Series: 352H
Axles: 6x4
Wb (in.): ......
BBC (in.): 86-110
Engines: D430-450
GVW (lb): 46000-62000
GCW (lb): 76800-125000

1980 ON-HIGHWAY TRUCKS

VOLVO

F6 SERIES

Series: F611
Axles: 4x2
Wb (in.): 134-205
BBC (in.): 60
Engines: D174
GVW (lb): 29000
GCW (lb): ......

Series: F613
Axles: 4x2
Wb (in.): 134-205
BBC (in.): 60
Engines: D174
GVW (lb): 29000
GCW (lb): ......

Series: F614
Axles: 4x2
Wb (in.): 134-205
BBC (in.): 60
Engines: D174
GVW (lb): 29000
GCW (lb): ......

F7 SERIES

Series: F716
Axles: 4x2
Wb (in.): 118-205
BBC (in.): 62
Engines: D230
GVW (lb): 35000
GCW (lb): 66000

Series: F716T
Axles: 4x2
Wb (in.): 118
BBC (in.): 62
Engines: D230
GVW (lb): 35000
GCW (lb): 66000

Series: F720
Axles: 4x2
Wb (in.): 142-157
BBC (in.): 62
Engines: D230
GVW (lb): 41800
GCW (lb): 66000

Series: F724
Axles: 6x4
Wb (in.): 169-200
BBC (in.): 62
Engines: D230
GVW (lb): 52300
GCW (lb): 66000

N10 SERIES

Series: N10
Axles: 4x2
Wb (in.): 156
BBC (in.): 97
Engines: D253
GVW (lb): 33200
GCW (lb): 80000

Series: N10
Axles: 6x4
Wb (in.): 160
BBC (in.): 97
Engines: D253
GVW (lb): 50000
GCW (lb): 80000

WALTER

B SERIES

Series: NCB
Axles: 4x4
Wb (in.): 158-182
BBC (in.): 123½
Engines: D225-250
GVW (lb): 40000
GCW (lb): ......

U SERIES

Series: NCV
Axles: 4x4
Wb (in.): 158-182
BBC (in.): 123½
Engines: D250-350
GVW (lb): 56000
GCW (lb): ......

Series: DDV
Axles: 4x4
Wb (in.): 158-182
BBC (in.): 123½
Engines: D2[illegible]0-370
GVW (lb): 56000
GCW (lb): ......

WESTERN STAR

CONVENTIONAL SERIES

Series: 4800WB
Axles: 4x2
Wb (in.): 147-206
BBC (in.): 106/142
Engines: D195-430
GVW (lb): 35000-41000
GCW (lb): 76800-125000

Series: 4900WD
Axles: 4x2
Wb (in.): 147-206
BBC (in.): 120/156
Engines: D220-456
GVW (lb): 35000-41000
GCW (lb): 76800-125000

Series: 4864WD
Axles: 6x4
Wb (in.): 165-280
BBC (in.): 106/142
Engines: D195-430
GVW (lb): 46000-68000
GCW (lb): 76800-125000

Series: 4964WD
Axles: 6x4
Wb (in.): 156-300
BBC (in.): 120/156
Engines: D220-456
GVW (lb): 46000-68000
GCW (lb): 75800-125000

Series: 4844WD
Axles: 4x4
Wb (in.): 147-240
BBC (in.): 106
Engines: D210
GVW (lb): 39000
GCW (lb): ......

Series: 4866WD
Axles: 6x6
Wb (in.): 165-280
BBC (in.): 106
Engines: D210
GVW (lb): 60000
GCW (lb): ......

CABOVER SERIES

Series: WSHL42T
Axles: 4x2
Wb (in.): 131-161
BBC (in.): 100
Engines: D290-525
GVW (lb): ......
GCW (lb): 85000

CABOVER SERIES continued

Series: WSHL64T
Axles: 6x4
Wb (in.): 140-251
BBC (in.): 100
Engines: D290-525
GVW (lb): ......
GCW (lb): 85000-135000

1980 ON-HIGHWAY TRUCKS

WHITE

ROAD BOSS 2 SERIES

Series: RB2S42T
Axles: 4x2
Wb (in.): 134-164
BBC (in.): 92
Engines: D228-430
GVW (lb): ......
GCW (lb): 47000-80000

Series: RB2M42T
Axles: 4x2
Wb (in.): 149-179
BBC (in.): 107
Engines: D228-430
GVW (lb): ......
GCW (lb): 47000-80000

Series: RB2L42T
Axles: 4x2
Wb (in.): 158-188
BBC (in.): 116
Engines: D228-430
GVW (lb): ......
GCW (lb): 47000-80000

Series: RB2S64T
Axles: 6x4
Wb (in.): 137-182
BBC (in.): 92
Engines: D228-430
GVW (lb): ......
GCW (lb): 80000-125000

Series: RB2M64T
Axles: 6x4
Wb (in.): 155-197
BBC (in.): 107
Engines: D228-430
GVW (lb): ......
GCW (lb): 80000-125000

Series: RB2L64T
Axles: 6x4
Wb (in.): 164-206
BBC (in.): 116
Engines: D228-430
GVW (lb): ......
GCW (lb): 80000-125000

ROAD XPEDITOR 2 SERIES

Series: RX2-42
Axles: 4x2
Wb (in.): 101-173
BBC (in.): 73
Engines: D290
GVW (lb): 30500-55000
GCW (lb): ......

Series: RX2-42T
Axles: 4x2
Wb (in.): 101-119
BBC (in.): 73
Engines: D290
GVW (lb): ......
GCW (lb): 50000-85000

Series: RX2-64
Axles: 6x4
Wb (in.): 119-209
BBC (in.): 73
Engines: D290
GVW (lb): 44000-58000
GCW (lb): ......

Series: RX2-64T
Axles: 6x4
Wb (in.): 119-143
BBC (in.): 73
Engines: D230-304
GVW (lb): ......
GCW (lb): 85000-135000

ROAD COMMANDER 2 SERIES

Series: RC2S42T
Axles: 4x2
Wb (in.): 113-125
BBC (in.): 66
Engines: D228-450
GVW (lb): ......
GCW (lb): 47000-80000

Series: RC2S64T
Axles: 6x4
Wb (in.): 131-251
BBC (in.): 66
Engines: D230-450
GVW (lb): ......
GCW (lb): 80000-125000

ROAD COMMANDER 2 SERIES continued

Series: RC2M42T
Axles: 4x2
Wb (in.): 113-149
BBC (in.): 74
Engines: D228-350
GVW (lb): ......
GCW (lb): 57000-80

Series: RC2M64T
Axles: 6x4
Wb (in.): 131-251
BBC (in.): 74
Engines: D230-350
GVW (lb): ......
GCW (lb): 80000-125000

Series: RC2L42T
Axles: 4x2
Wb (in.): 131-161
BBC (in.): 92
Engines: D228-400
GVW (lb): ......
GCW (lb): 47000-80000

Series: RC2L64T
Axles: 6x4
Wb (in.): 137-251
BBC (in.): 92
Engines: D230-450
GVW (lb): ......
GCW (lb): 80000-125000

1980 ON-HIGHWAY TRUCKS

DIESEL ENGINES

ENGINE MAKE AND MODEL	Number of Cylinders Bore and Stroke (In.)	MAX. BRAKE H.P. at R.P.M.		Piston Displacement (Cu. In.)	Torque Rise (%)	Maximum Torque at R.P.M. (Lb. Ft.)	Engine Weight (Lb.)
		Gross	Net				
CATERPILLAR							
3208	8-4½x5	160-2800	—	636	22	365-1400 G	1225
3208	8-4½x5	165-2600	—	636	19	395-1300 G	1225
3208	8-4½x5	175-2800	—	636	23	405-1400 G	1225
3208	8-4½x5	175-2800	—	636	29	425-1400 G	1250
3208	8-4½x5	210-2800	—	636	27	500-1400 G	1225
3208[1]	8-4¼x5	185-2600	—	636	21	452-1400 G	1225
3208[4]	8-4½x5	200-2800	—	636	31	490-1400 G	1250
3306[2,4]	6-4¾x6	250-2200	—	638	16	690-1400 G	1940
3306[3,4]	6-4¾x6	270-2200	—	638	20	775-1400 G	2040
3306[3,4]	6-4¾x6	245-2200	—	638	40	820-1300 G	2040
3406[2]	6-5 13/32x6½	280-2100	—	893	45	1015-1200 G	2840
3406[2]	6-5 13/32x6½	325-2100	—	893	29	1050-1200 G	2840
3406[4]	6-5 13/32x6½	380-2100	—	893	35	1285-1200 G	2940
3406[2]	6-5 13/32x6½	290-1900	—	893	25	1000-1200 G	2840
3406[2]	6-5 13/32x6½	305-1900	—	893	25	1050-1200 G	2840
3406[3]	6-5 13/32x6½	350-1900	—	893	20	1165-1200 G	2840
3406[2,4]	6-5 13/32x6½	300-1900	—	893	27	1054-1200 G	2840
3406[2,4]	6-5 13/32x6½	300-2100	—	893	40	1054-1200 G	2940
3406[3,4]	6-5 13/32x6½	380-2100	—	893	31	1245-1200 G	2840
3408[2]	8-5 13/32x6	400-2100	—	1099	22	1225-1200 G	3200
3408[3,4]	8-5 13/32x6	450-2100	—	1099	30	1460-1200 G	3130
3408[3,4]	8-5 13/32x6	450-2100	—	1099	20	1350-1500 G	3250
CUMMINS							
V-555	8-4⅝x4⅛	202-3000	—	555	20	425-1800 G	1710
VT-225[2,4]	8-4⅝x4⅛	225-3000	—	555	13	445-1900 G	1740
NH-230	6-5½x6	220-2100	—	855	17	644-1500 G	2360
NTC-230[2,4]	6-5½x6	230-2100	—	855	40	805-1300 G	2460
Formula 230[2,4]	6-5½x6	230-1900	—	855	27	805-1300 G	2460
NTC-250[2]	6-5½x6	250-2100	—	855	36	850-1300 G	2530
Formula 250[2]	6-5½x6	250-1900	—	855	23	850-1300 G	2530
NTC-290[2,4]	6-5½x6	290-2100	—	855	28	930-1300 G	2530
Formula 290[2,4]	6-5½x6	290-1900	—	855	16	930-1300 G	2530
V-903	8-5½x4¾	295-2600	—	903	17	700-1800 G	2160
Formula 903[2,4]	8-5½x4¾	230-2200	—	903	15	795-1600 G	2280
VT-903[2,4]	8-5½x4¾	320-2400	—	903	15	805-1700 G	2280
NTC-300	6-5½x6	300-2100	—	855	33	1000-1300 G	2570
Formula 300	6-5½x6	300-1800	—	855	14	1000-1300 G	2570
NTC-350[3,4]	6-5½x6	350-2100	—	855	28	1120-1300 G	2580
Formula 350[3,4]	6-5½x6	350-1900	—	855	16	1120-1300 G	2580
NTC-400[3,4]	6-5½x6	400-2100	—	855	15	1150-1500 G	2600
KT-450[2,4]	6-6¼x6¼	450-2100	—	1150	20	1350-1500 G	3460
KTA-525[3]	6-6¼x6¼	525-2100	—	1150	26	1650-1300 G	3590
Formula 525[3]	6-6¼x6¼	525-1900	—	1150	14	1650-1300 G	3590
KTA-600[3]	6-6¼x6¼	600-2100	—	1150	10	1650-1600 G	3590
DETROIT DIESEL[5]							
4-53T[7]	4-3⅞x4½	155-2500	—	212	16.4	379-1800 G	1230
4-53T[2]	4-3⅞x4½	170-2500	—	212	12.6	402-1800 G	1230
6V-53T[2]	6-3⅞x4½	225-2600	—	318	21.0	550-1800 G	1695
6V-53TAC[3,4]	6-3⅞x4½	215-2600	—	318	24.1	539-1600 G	1710
6V-71N[6]	6-4¼x5	160-2100	—	426	549	549-1000 G	1960
6V-71N[6]	6-4¼x5	175-2100	—	426	28.9	564-1000 G	1960
6V-71N[6]	6-4¼x5	190-2100	—	426	21.0	575-1000 G	1960
6-71N	6-4¼x5	165-2100	—	426	22.1	565-1200 G	2150
6-71N	6-4¼x5	200-2100	—	426	18.0	590-1200 G	2150
6-71N	6-4¼x5	215-2100	—	426	13.6	611-1200 G	2150
6-71N	6-4¼x5	230-2100	—	426	6.2	611-1600 G	2150
6-71T[2]	6-4¼x5	245-2100	—	426	20.1	736-1200 G	2195
6-71T[2]	6-4¼x5	260-2100	—	426	20.1	781-1200 G	2195
6-71T[2]	6-4¼x5	275-2100	—	426	16.5	801-1400 G	2195
6-71TT[2]	6-4¼x5	230-1950	—	426	37.7	853-1200 G	2195
6-71TA[3,4]	6-4¼x5	237-2100	—	426	21.6	721-1200 G	2210
6-71TA[3,4]	6-4¼x5	255-2100	—	426	25.3	779-1200 G	2210
6-71TA[3,4]	6-4¼x5	275-2100	—	426	18.6	816-1200 G	2210
6-71TTA[3,4]	6-4¼x5	180-1800	—	426	52.7	802-1100 G	2210
6-71TTA[3,4]	6-4¼x5	230-1950	—	426	31.7	816-1200 G	2210
8V-71N[6]	8-4¼x5	230-2100	—	568	25.2	720-1000 G	2345
8V-71N	8-4¼x5	245-2100	—	568	23.4	756-1000 G	2345
8V-71N[6]	8-4¼x5	250-2100	—	568	22.0	763-1200 G	2345
8V-71N	8-4¼x5	265-2100	—	568	19.5	792-1200 G	2345
8V-71N[6]	8-4¼x5	270-2100	—	568	16.3	785-1200 G	2345
8V-71N	8-4¼x5	285-2100	—	568	12.7	803-1200 G	2345
8V-71N	8-4¼x5	304-2100	—	568	7.6	818-1400 G	2345
8V-71TA[3]	8-4¼x5	318-2100	—	568	18.3	941-1200 G	2415
8V-71TA[3]	8-4¼x5	345-2100	—	568	16.4	1004-1200 G	2415
8V-71TA[3]	8-4¼x5	370-2100	—	568	15.0	1064-1200 G	2415
8V-71TTA[3]	8-4¼x5	305-1950	—	568	29.5	1064-1200 G	2415
8V-71TAC[3,4]	8-4¼x5	245-2100	—	568	27.1	779-1200 G	2415
8V-71TAC[3,4]	8-4¼x5	263-2100	—	568	26.0	829-1200 G	2415
8V-71TAC[3,4]	8-4¼x5	280-2100	—	568	25.2	877-1200 G	2415
8V-71TAC[3,4]	8-4¼x5	308-2100	—	568	26.4	974-1200 G	2415
8V-71TAC[3,4]	8-4¼x5	335-2100	—	568	24.1	1040-1200 G	2415
8V-71TAC[3,4]	8-4¼x5	350-2100	—	568	21.0	1059-1200 G	2415
8V-71TTAC[3,4]	8-4¼x5	305-1950	—	568	28.9	1059-1200 G	2415
6V-92TA[3,6]	6-4 27/32x5	253-2100	—	552	14.1	722-1200 G	2020
6V-92TA[3,6]	6-4 27/32x5	265-2100	—	552	16.0	769-1200 G	2020
6V-92TA[3,6]	6-4 27/32x5	277-2100	—	552	16.2	805-1200 G	2020
6V-92TA[3]	6-4 27/32x5	294-2100	—	552	17.9	867-1200 G	2020
6V-92TA[3]	6-4 27/32x5	315-2100	—	552	15.5	910-1200 G	2020
6V-92TA[3]	6-4 27/32x5	335-2100	—	552	14.2	957-1300 G	2020
6V-92TTA[3]	6-4 27/32x5	270-1950	—	552	31.6	957-1300 G	2020
6V-92TAC[3,4,6]	6-4 27/32x5	220-2100	—	552	22.7	675-1300 G	2020
6V-92TAC[3,4,6]	6-4 27/32x5	237-2100	—	552	21.3	719-1300 G	2020
6V-92TAC[3,4]	6-4 27/32x5	237-2100	—	552	22.0	723-1300 G	2020
6V-92TAC[3,4,6]	6-4 27/32x5	251-2100	—	552	20.3	755-1300 G	2020
6V-92TAC[3,4]	6-4 27/32x5	254-2100	—	552	21.5	772-1300 G	2020
6V-92TAC[3,4]	6-4 27/32x5	268-2100	—	552	20.6	808-1300 G	2020
6V-92TAC[3,4]	6-4 27/32x5	290-2100	—	552	20.4	873-1300 G	2020
6V-92TAC[3,4]	6-4 27/32x5	310-2100	—	552	20.3	933-1300 G	2020
6V-92TTAC[3,4]	6-4 27/32x5	270-1950	—	552	28.3	933-1300 G	2020
8V-92TA[3]	8-4 27/32x5	381-2100	—	736	16.5	1110-1400 G	2415
8V-92TA[3]	8-4 27/32x5	408-2100	—	736	15.1	1174-1400 G	2415
8V-92TA[3]	8-4 27/32x5	435-2100	—	736	14.2	1242-1400 G	2415
8V-92TTA[3]	8-4 27/32x5	365-1950	—	736	26.3	1242-1400 G	2415
8V-92TAC[3,4]	8-4 27/32x5	350-2100	—	736	23.3	1079-1300 G	2415
8V-92TAC[3,4]	8-4 27/32x5	380-2100	—	736	22.5	1164-1300 G	2415
8V-92TAC[3,4]	8-4 27/32x5	410-2100	—	736	21.3	1244-1300 G	2415
8V-92TTAC[3,4]	8-4 27/32x5	365-1950	—	736	26.5	1244-1300 G	2415
V8-8.2	8-4¼x4 13/32	165-3000	—	500	21.2	350-1200 G	1108
V8-8.2C	8-4¼x4 13/32	165-3000	—	500	21.2	350-1200 G	1108
V8-8.2T[2]	8-4¼x4 13/32	205-3000	—	500	19.8	430-1700 G	1150
INTERNATIONAL							
DT-466	6-4 19/64x5 11/32	180-2600	161-2600	466	15.5	440-1800 G	1477
DT-466	6-4 19/64x5 11/32	210-2600	196-2600	466	15.5	487-1800 G	1477
9.0 liter	8-4½x4 5/16	180-2800	—	551	—	401-1200 G	1270
9.0 liter	8-4½x4 5/16	165-2800	—	551	—	366-1200 G	1270
MACK							
ETZ 477B	6-4.53 x 4.92	210-2400	194-2400	475	11	510-1500 G	1600
ETZ 673E	6-4⅞x6	200-2100	188-2100	672	20	600-1500 G	2090
ETZ 673C	6-4⅞x6	250-2100	244-2110	672	19	775-1500 G	2090
ETZ 675[4,7]	6-4⅞x6	237-1700	224-1700	672	55	906-1200 G	2090
ENDT 676[4,7]	6-4⅞x6	285-1900	270-1900	672	53	1080-1200 G	2165
ETAZ 673A[4]	6-4⅞x6	315-1900	300-1900	672	21	1050-1450 G	2165
ETSZ 677	6-4⅞x6	350-1950	340-1950	672	21	1132-1400 G	2235
ETAZ 1000	8-5⅜x5½	400-1900	380-1900	998	37	1520-1230 G	2907
ETAZ 1005A	8-5⅜x5½	392-2100	372-2100	998	55	1520-1230 G	2907
MERCEDEZ BENZ							
OM352A	6-3 13/16x5 1/32	156-2800	145-2800	346	—	306-1800 N	1010
OM 352	6-3 13/64x5 1/32	130-2800	120-2800	346	—	257-2000 N	980
OM 355/5	5-5 1/32x5 29/32	180-220	170-220	589	—	—	—

ABBREVIATIONS

[1]—Special intercity application guidelines apply

[2]—Turbocharged engine

[3]—Turbocharged and after cooled engine

[4]—California Approved version available

[5]—Horsepower ratings determined by size of injectors

[6]—Bus engine. No. 1 diesel fuel required.

[7]—Maxidyne high torque rise engine

G—Gross Torque

N—Net Torque

1980 ON-HIGHWAY TRUCKS
GASOLINE ENGINES

ENGINE MAKE AND MODEL	Number of Cylinders Bore and Stroke (In.)	MAX. BRAKE H.P. at R.P.M.		Piston Displacement (Cu. In.)	Compression Ratio (to 1)	Maximum Torque at R.P.M. (Lb. Ft.)	Engine Weight (Lb.)
		Gross	Net				
CHEVROLET							
110	4-$3\frac{9}{16}$x$3\frac{11}{64}$	—	80-4000	110	8.50	95-3000 N	—
229 V-6	6-$3\frac{1}{2}$x$3\frac{31}{64}$	—	115-4000	229	8.60	175-2000 N	—
231 V-6	6-$\frac{51}{64}$x$3\frac{13}{32}$	—	105-3800	231	8.00	185-2000 N	—
250	6-$3\frac{7}{8}$x$3\frac{17}{32}$	—	130 4000	250	8.30	210-2000 N	—
292	6-$3\frac{7}{8}$x$4\frac{1}{8}$	—	115-3400	292	8.00	215-1600 N	—
292	6-$3\frac{7}{8}$x$4\frac{1}{8}$	—	130-3600	292	8.00	225-1600 N	—
305	8-4x$3\frac{31}{64}$	—	135-3800	350	8.50	234-2400 N	—
350	8-4x$3\frac{31}{64}$	—	175-4000	350	8.20	275-2400 N	—
350	8-4x$3\frac{31}{64}$	—	160-4000	350	8.20	270-2400 N	—
350	8-4x$3\frac{31}{64}$	—	165-3600	350	8.20	255-2800 N	—
350	8-4x$3\frac{31}{64}$	—	160-3600	350	7.90	275-2400 N	—
366	8-$3\frac{15}{16}$x$3\frac{49}{64}$	—	190-4000	366	7.60	305-2400 N	—
366	8-$3\frac{15}{16}$x$3\frac{49}{64}$	—	180-4000	366	7.60	290-2400 N	—
400	8-$4\frac{1}{8}$x$3\frac{3}{4}$	—	185-3600	400	7.60	300-2400 N	—
427	8-$4\frac{1}{4}$x$3\frac{49}{64}$	—	210-3800	427	7.50	350-2400 N	—
427	8-$4\frac{1}{4}$x$3\frac{49}{64}$	—	195-3800	427	7.50	340-2400 N	—
454	8-$4\frac{1}{4}$x4	—	225-4000	454	7.65	365-2400 N	—
454	8-$4\frac{1}{4}$x4	—	210-3800	454	7.95	340-2800 N	—
DODGE							
3.7L(225)1V	6-$3\frac{13}{32}$x$4\frac{1}{8}$	—	95-3600	225	8.40	170-1600 N	—
5.2L(318)2V	8-$3\frac{59}{64}$x$3\frac{5}{16}$	—	135-4000	318	8.70	240-2000 N	—
5.2L(318)4V	8-$3\frac{59}{64}$x$3\frac{5}{16}$	—	155-4000	318	8.00	240-2000 N	—
5.9L(360-1)4V	8-4x$3\frac{37}{64}$	—	170-4000	360	8.60	270-2000 N	—
5.9L(360-1)4V	8-4x$3\frac{37}{64}$	—	180-3600	360	8.60	270-2000 N	—
5.9L(360-3)4V	8-4x$3\frac{37}{64}$	—	180-4000	360	8.00	260-2400 N	—
5.9L(360-3)4V	8-4x$3\frac{37}{64}$	—	210-4000	360	8.00	285-3200 N	—
7.3L(446)4V	8-$4\frac{1}{8}$x$4\frac{5}{32}$	—	230-3600	446	8.00	360-2800 N	—
FORD							
4.9L(300)1V	6-4x$3\frac{63}{64}$	NA	NA	300	8.90	NA	—
4.9L(300)1V	6-4x$3\frac{63}{64}$	NA	NA	300	8.00	NA	—
4.9L(300)1V	6-4x$3\frac{63}{64}$	132-3600	NA	300	7.90	234-1600 N	—
4.9L(300)HD1V	6-4x$3\frac{63}{64}$	132-3600	117-3400	300	7.90	227-1600 N	—
5.0L(302)2V	8-4x3	NA	NA	302	8.40	NA	—
5.8L(351)2V	8-4x$3\frac{1}{2}$	NA	NA	351	8.30	NA	—
5.8L(351)2V	8-4x$3\frac{1}{2}$	NA	NA	351	8.00	NA	—
6.1L(370)2V	8-$4\frac{3}{64}$x$3\frac{19}{32}$	174-3600	160-3600	370	8.00	377-2300 N	—
6.1L(370)4V	8-$4\frac{3}{64}$x$3\frac{19}{32}$	197-3600	194-3600	370	8.00	317-3000 N	—
6.6L(400)2V	8-4x4	NA	NA	400	8.00	NA	—
7.0L(429)4V	8-$4\frac{3}{8}$x$3\frac{19}{32}$	234-4000	223-4000	429	8.00	354-2700 G	—
7.5L(460)4V	8-$4\frac{23}{64}$x$3\frac{27}{32}$	NA	NA	460	8.00	NA	—

ENGINE MAKE AND MODEL	Number of Cylinders Bore and Stroke (In.)	MAX. BRAKE H.P. at R.P.M.		Piston Displacement (Cu. In.)	Compression Ratio (to 1)	Maximum Torque at R.P.M. (Lb. Ft.)	Engine Weight (Lb.)
		Gross	Net				
7.8L(475)4V	8-$4\frac{1}{2}$x$3\frac{3}{4}$	231-3400	213-3400	477	7.20	399-2300 G	—
7.8L(477)SD4V	8-$4\frac{1}{2}$x$3\frac{3}{4}$	225-3200	209-3200	477	7.20	399-2300 G	—
8.8L(534)SD4V	8-$4\frac{1}{2}$x$4\frac{13}{64}$	235-3200	220-3100	534	7.30	446-2100 G	—
GMC							
200	6-$3\frac{1}{2}$x$3\frac{31}{64}$	—	95-3800	200	8.50	160-2000 N	—
231	6-$3\frac{51}{64}$x$3\frac{13}{32}$	—	103-3800	231	8.00	180-2000 N	—
250	6-$3\frac{7}{8}$x$3\frac{17}{32}$	—	115-3800	250	8.20	195-1800 N	452
250	6-$3\frac{7}{8}$x$3\frac{17}{32}$	—	105-3800	250	8.20	190-1600 N	452
250	6-$3\frac{7}{8}$x$3\frac{17}{32}$	—	100-3600	250	8.20	175-1800 N	452
292	6-$3\frac{7}{8}$x$4\frac{1}{8}$	—	120-3600	292	8.00	215-2000 N	495
292	6-$3\frac{7}{8}$x$4\frac{1}{8}$	—	130-3600	292	8.00	225-2000 N	495
305	8-$3\frac{3}{4}$x$3\frac{31}{64}$	—	145-3800	305	8.50	245-2400 N	—
305	8-$3\frac{3}{4}$x$3\frac{31}{64}$	—	140-3800	305	8.50	235-2000 N	—
350	8-4x$3\frac{31}{64}$	—	165-3800	350	8.50	260-2400 N	647
350	8-4x$3\frac{31}{64}$	—	165-3800	350	8.50	255-2800 N	647
350	8-4x$3\frac{31}{64}$	—	160-4000	350	8.00	265-2400 N	647
366	8-$3\frac{15}{32}$x$3\frac{49}{64}$	—	195-4000	366	8.00	290-2800 N	815
366	8-$3\frac{15}{32}$x$3\frac{49}{64}$	—	200-4000	366	8.00	305-2800 N	815
400	8-$4\frac{1}{8}$x$3\frac{3}{4}$	—	175-3600	400	8.50	305-2000 N	692
400	8-$4\frac{1}{8}$x$3\frac{3}{4}$	—	175-3600	400	8.50	290-2800 N	692
427	8-$4\frac{1}{4}$x$3\frac{49}{64}$	—	220-4000	427	8.00	360-2400 N	850
454	8-$4\frac{1}{4}$x4	—	205-3600	454	8.25	335-2800 N	706
454	8-$4\frac{1}{4}$x4	—	205-3600	454	8.15	335-2800 N	706
454	8-$4\frac{1}{4}$x4	—	240-3800	454	8.25	370-2800 N	706
454	8-$4\frac{1}{4}$x4	—	240-3800	454	8.15	370-2800 N	706
454	8-$4\frac{1}{4}$x4	—	250-3800	454	8.15	385-2800 N	706
INTERNATIONAL							
V-345	8-3[illegible]x3[illegible]	—	147-3600	345	8.05	288-2000 N	725
V-392	8-4[illegible]x3[illegible]	—	191-3600	392	8.02	307-2800 N	765
MV-404	8-4[illegible]x3[illegible]	—	188-3600	400	8.00	311-2300 N	870
MV-404	8-4[illegible]x3[illegible]	—	210-3600	400	8.00	336-2800 N	870
MV-446	8-4x[illegible]	—	235-3600	446	7.70	385-2600 N	880
V-537	8-$4\frac{5}{8}$x4	—	208-3200	537	7.50	415-2000 N	1393
JEEP							
6-258-1V	6-$3\frac{3}{4}$x$3\frac{29}{32}$	—	95-3050	258	8.00	179-2100 N	488
6-258-2V	6-$3\frac{3}{4}$-$3\frac{29}{32}$	—	120-3400	258	8.00	210-1800 N	488
V8-304 (49 states)	8-$3\frac{3}{4}$x$3\frac{7}{16}$	—	130-3200	304	8.40	235-2400 N	590
V8-304 (Calif.)	8-$3\frac{3}{4}$x$3\frac{7}{16}$	—	120-3200	304	8.40	200-2000 N	590
V8-360-2V	8-$4\frac{5}{64}$x$3\frac{7}{16}$	—	148-3200	360	8.25	285-2000 N	600

ABBREVIATIONS

G—Gross Torque
N—Net Torque
NA—Not available at time of publication

1980 GASOLINE ENGINES

1980 GASOLINE ENGINES FOR TRUCK, BUS, TRACTOR, OR INDUSTRIAL USE

ENGINE MAKE AND MODEL	Designed for	Number of Cylinders, Bore and Stroke (In.)	MAXIMUM BRAKE Hp. at Specified R.P.M.		Piston Displacement (Cu. In.)	Compression Ratio	Maximum Torque at R.P.M. (Lb. Ft.) with or without Accessories	VALVES									Camshaft Drive—Type	PISTONS		Number of Rings per Piston	CRANKSHAFT			CARBURETOR		OVERALL DIMENSIONS (In.)			Clutch Housing (S.A.E. Nos.)
									Max. Head Diameter (In.)		Min. Port Diameter (In.)		Lift (In.)		Seats						Crank-Pin	MAIN BEARINGS							
			With Bare Engine	With Standard Accessories				Arrangement	Intake	Exhaust	Intake	Exhaust	Intake	Exhaust	Angle (Deg.)	Inserts Used?		Material	Piston Pin—Diameter (In.)		Diameter (In.)	Number	Diameter (In.)	Make	Size	Width	Height	Length	
American Motors Jeep 258-16	T, Tr, GP, Ind	6-3.75x3.50	126-4000	—	258.0	8.00	205-1800	I	1.79	1.41	—	—	.372	.372	[5]	N	Cha	Alst	.930	3	2.09	7	2.50	Car	1 11/16	23 11/16	27 3/4	34 13/32	2,3,4
304-V8	T, Tr, GP, Ind	8-3.75x3.44	168-4400	—	304.0	8.40	240-2500	I	1.79	1.41	—	—	.430	.430	[5]	N	Cha	Alst	.930	3	2.09	5	2.75	Mc	1 9/16	24 7/16	26 11/16	32 1/4	2,3,4
360-V8	T, Tr, GP, Ind	8-4.08x3.44	190-4400	—	360.0	8.25	288-2600	I	2.03	1.68	—	—	.430	.430	[5]	N	Cha	Alst	.930	3	2.09	5	2.75	Mc	1 9/16	24 7/16	26 11/16	32 1/4	2,3,4
Chrysler 225	T	6-3.40x4.13	95-3600	—	225.0	8.40	170-1600	I	—	—	—	—	—	—	45	N	Cha	Alst	—	3	—	4	—	Hol	—	—	—	—	—
318	T	8-3.91x3.31	135-4000	—	318.0	8.70	240-2400	I	—	—	—	—	—	—	45	N	Cha	Alst	—	3	—	5	—	Hol	—	—	—	—	—
360	T	8-4.00x3.58	170-4000	—	360.0	8.60	270-2000	I	—	—	—	—	—	—	45	N	Cha	Alst	—	3	—	5	—	Car	—	—	—	—	—
360HD	T	8-4.00x3.58	180-4000	—	360.0	8.00	260-2400	I	—	—	—	—	—	—	45	N	Cha	Alst	—	3	—	5	—	Car	—	—	—	—	—
446	T	8-4.12x4.18	230-3600	—	446.9	8.00	360-2800	I	—	—	—	—	—	—	45	N	Cha	Alst	1.200	2	—	5	—	—	—	—	—	—	—
Continental TC-56	Ind	2-3.19x3.50	25-3600	—	56.0	8.00	40-2400	L	1.20	1.02	1.06	.875	.296	.281	[7]	Op	HG	Alu	.708	3	1.50	3	1.76	Op	—	20 1/2	24 3/4	17 1/16	5
R839-46	Ind	4-2.19x3.14	25.5-4200	—	47.8	8.50	39-1800	I	1.11	.984	—	—	—	—	45	E	Cha	Alu	—	3	—	3	1.57	—	—	14 9/16	25	20 19/32	—
R800-46	Tr, Ind	4-2.28x3.14	30.0-4200	—	51.6	8.00	41-2600(EA)	I	1.11	1.984	—	—	.290	.275	45	E	Cha	Alu	.709	—	1.49	3	1.57	—	—	18 23/64	24 1/64	20 39/64	—
R688-46	Tr, Ind	4-2.75x2.84	39.0-4200	—	67.6	8.50	55-2800(EA)	I	1.31	1.19	—	—	.279	.279	45	E	Cha	Alu	—	3	1.73	5	1.81	—	—	20 13/64	25 7/32	19 61/64	—
R810-46	Tr, Ind	4-2.88x3.03	—	—	78.7	8.50	65-2800(EA)	I	1.16	.984	—	—	.278	.278	45	E	Cha	Alu	—	3	1.7	5	1.81	—	—	22 7/32	22 1/16	23 7/32	—
Y-112	Ind	4-3.19x3.50	37.0-2800	—	112.0	6.60	88-1500(BE)	L	1.20	1.01	1.06	.875	.296	.281	45	Op	HG	Alu	.708	3	1.50	3	1.76	Op	—	19 13/16	25 1/2	25 1/16	5
F-163	Ind	4-3.44x4.38	58.6-2800	—	162.0	7.40	135-1400(BE)	L	1.52	1.20	1.38	1.08	.306	.306	45	E	HG	Alu	.859	4	2.06	3	2.37	Op	—	20	27 1/2	28 9/12	—
F-227	Ind	6-3.31x4.38	78.7-2800	—	226.0	7.28	171-1400(BE)	L	1.52	1.20	1.38	1.08	.306	.306	45	E	HG	Alu	.859	4	2.06	4	2.37	Op	—	21 3/16	27 1/2	35	4
F-245	Ind	6-3.44x4.38	80.5-2800	—	244.0	7.20	183-1400(BE)	L	1.52	1.20	1.38	1.08	.306	.306	45	E	HG	Alu	.859	4	2.06	4	2.37	Op	—	21 3/16	27 1/2	35	—
Dodge L225-1	T*	6-3.40x4.13	95-3600	—	225.0	8.40	170-1600	I	—	—	—	—	—	—	45	N	Cha	Als	—	3	—	4	—	Hol	—	—	—	—	—
L318-1	T*	8-3.91x3.31	133-3600	—	318.0	8.70	240-2000	I	—	—	—	—	—	—	45	N	Cha	Als	—	3	—	5	—	Hol	—	—	—	—	—
L318-1	T*	8-3.91x3.31	140-4000	—	318.0	8.70	240-2400	I	—	—	—	—	—	—	45	N	Cha	Als	—	3	—	5	—	Hol	—	—	—	—	—
L318-1	T**	8-3.91x3.31	155-4000	—	318.0	8.00	240-2000	I	—	—	—	—	—	—	45	N	Cha	Als	—	3	—	5	—	Car	—	—	—	—	—
L360-1	T*	8-4.00x3.58	170-4000	—	360.0	8.60	270-2000	I	—	—	—	—	—	—	45	N	Cha	Als	—	3	—	5	—	Car	—	—	—	—	—
L3[illegible]	T*	8-4.00x3.58	205-4000	—	360.0	8.60	295-3200	I	—	—	—	—	—	—	45	N	Cha	Als	—	3	—	5	—	Car	—	—	—	—	—
L360-1	T**	8-4.00x3.58	180-3600	—	360.0	8.60	270-2000	I	—	—	—	—	—	—	45	N	Cha	Als	—	3	—	5	—	Car	—	—	—	—	—
L360-3	T**	8-4.00x3.58	180-4000	—	360.0	8.00	260-2400	I	—	—	—	—	—	—	45	N	Cha	Als	—	3	—	5	—	Car	—	—	—	—	—
L360-3	T**	8-4.00x3.58	210-4000	—	360.0	8.00	285-3200	I	—	—	—	—	—	—	45	N	Cha	Als	—	3	—	5	—	Car	—	—	—	—	—
L446	T**	8-4.13x4.18	230-3600	—	446.0	8.00	360-2800	I	—	—	—	—	—	—	45	—	—	—	1.02	3	—	5	—	Car	—	—	—	—	—
Ford KSG-411	Ind	4-3.19x2.10	32.2-3600	—	67.0	8.00	47.8-2800(BE	I	1.42	1.24	1.25	1.06	.236	.232	45	N	Cha	Alu	.812	3	1.93	5	2.13	Zen	23/25	20 1/8	24 1/4	24 1/4	—
KSG-416	Ind	4-3.19x3.06	45.5-3600	—	98.0	8.00	73.5-2400(BE	I	1.51	1.24	1.32	1.06	.236	.232	45	N	Cha	Alu	.812	3	1.93	5	2.13	Zen	23/25	20 1/8	20 1/10	24 1/4	—
GSG-417	Ind	4-3.55x2.63	56-4000	48.5-3600	104.0	7.75	82-2200(EA)	I	1.29	1.27	1.18	1.26	.370	.352	45	E	HG	Alt	.912	3	2.30	3	2.50	MaS	1 1/8	20 7/32	27 9/16	31 19/64	3,4,5
LSG-633	Ind	6-3.69x3.13	96-4000	—	200.0	8.50	158-1800(BE)	I	1.66	1.39	—	—	.348	.348	45	E	Cha	Alt	.912	3	2.12	7	2.12	Hol	1 5/16	22	26	35 1/2	3,4
LSG-641	Ind	6-3.69x3.91	105-3500	—	250.0	8.00	205-1200(BE)	I	1.66	1.40	—	—	.368	.368	45	E	Cha	Alt	.912	3	2.12	7	2.39	Hol	1 5/16	25	27 1/2	36	3,4
CSG-649	Ind	6-4.00x3.98	124-3600	—	300.0	8.00	241-2000(BE)	I	1.78	1.65	—	—	.376	0.43	45	E	Cha	Als	.975	3	2.12	7	2.40	Hol	1 1/2	24 7/10	27 4/5	35 1/2	3,4
CSG-850	Ind	8-4.00x3.00	153-4000	—	302.0	8.40	298-2400(BE)	I	1.78	1.45	—	—	.382	.398	45	N	Cha	Alt	.912	3	2.12	5	2.25	Fo	—	24 1/2	28 1/8	30 1/8	3,4
WSG-858	Ind	8-4.00x3.50	171-3600	—	351.0	8.40	290-2500(EA)	I	1.85	1.55	—	—	.413	.413	45	N	Cha	Alt	.912	3	2.31	5	3.00	Hol	7/8	26 1/2	28 4/5	30 1/8	3,4
LSG-875	Ind	8-4.36x3.85	193-3600	—	460.0	8.00	394-2600(EA)	I	2.09	1.66	—	—	.438	.481	45	E	Cha	Als	1.04	3	2.50	5	3.00	Hol	1 7/10	25 4/5	30 1/10	31 1/2	2
CSG-888	Ind	8-4.50x4.20	222-3000	246-3200	534.0	7.30	461-2400(EA)	I	2.02	1.64	1.84	1.44	.419	.419	45	Bo	HG	Als	1.22	4	2.71	5	3.13	Hol	1 1/16	34 9/64	35 3/16	40 7/32	1,2
BSG-326	Ind	3-4.20x3.80	48-2500	—	158.0	8.00	116-1400(EA)	I	1.81	1.52	—	—	—	—	45	Bo	HG	Alu	1.50	3	2.75	4	—	Hol	—	22 11/20	33	28 1/50	3,4
BSG-333	Ind	3-4.40x4.40	63-2500	—	201.0	7.75	161-1000(EA)	I	1.81	1.52	—	—	—	—	45	Bo	HG	Alu	1.50	3	2.75	4	—	Hol	—	22 11/20	33	28 1/50	3,4
BSG-329	Ind	3-4.20x4.20	53-2500	—	158.0	8.00	135-1100(EA)	I	1.81	1.52	—	—	—	—	45	Bo	HG	Alu	1.50	3	2.75	4	—	Hol	—	22 11/20	33	28 1/50	3,4
LSG-423	Ind	4-3.78x3.13	63-2800	—	140.0	9.00	119-2800(BE)	I	1.74	1.50	—	—	.400	.400	45	N	BC	Als	.412	3	2.40	5	2.40	Hol	1 9/20	22 1/10	26 3/8	26 1/2	4,5
LSG-861	Ind	8-4.05x3.59	176-3600	—	370.0	8.00	290-2000(BE)	I	—	—	—	—	.433	.450	45	E	Cha	Als	—	3	1.04	5	3.00	Hol	—	28	31 1/2	37 3/4	—
LSG-870	Ind	8-4.36x3.59	210-3600	—	425.0	8.00	335-2600(BE)	I	—	—	—	—	.433	.450	45	E	Cha	Als	—		1.04	5	3.00	Hol	—	28	31 1/2	37 3/4	2,3
LSG-878	Ind	8-4.50x3.75	224-3200	—	477.0	7.20	401-2400(EA)	I	2.03	1.64	—	—	.419	.419	45	Bo	HG	Alu	1.22	4	2.71	5	—	Hol	—	34 1/10	35 4/5	40 1/4	2
LD-300-I-6	T, B	6-5.00x3.98	125-3600	114-3000	300.0	7.98	228-1800	I	1.78	1.56	1.70	1.26	.400	.400	45	N	HG	Alst	.975	3	2.12	7	2.40	Car	1 11/16	26 9/10	33 1/2	33 1/10	—
HD-300-I-6	T	6-4.00x3.98	125-3600	114-3000	300.0	7.90	228-1800	I	1.78	1.56	1.70	1.26	.400	.400	45	N	HG	Alst	.975	3	2.12	7	2.40	Car	1 11/16	26 9/10	33 1/2	33 1/10	—
302	T	8-4.00x3.00	157-4000	133-3800	302.0	8.00	222-2000	I	1.79	1.46	1.63	1.31	.382	.398	45	N	Cha	Alst	.912	3	2.12	5	2.25	Fo#	1 7/16	29	29	30	—
LD-351-V8	T	8-4.00x3.50	160-3400	140-3200	351.0	8.30	283-1600	I	1.79	1.46	1.62	1.30	.418	.448	45	N	Cha	Alst	.912	3	2.31	5	3.00	Fo#	1 9/16	30	30	30	—
HD-351-V8	T	8-4.00x3.50	160-3400	140-3200	351.0	8.30	288-2600	I	1.79	1.46	1.62	1.30	.418	.448	45	N	Cha	Alst	.912	3	2.31	5	3.00	Fo#	1 9/16	30	30	30	—
3511m	T	8-4.00x3.50	179-4000	149-3800	350.0	8.00	280-2200	I	2.03	1.65	—	—	.432	.432	45	N	Cha	Alst	.975	3	2.31	5	3.00	Fo#	1 1/8	30	31 1/2	30	—
400	T	8-4.00x4.00	190-4000	160-3400	400.0	8.00	330-2000	I	2.03	1.65	—	—	.432	.432	45	N	Cha	Alst	.975	3	2.31	5	3.00	Fo#	1 1/8	30	31 1/2	30	—
460	T, B	8-4.36x3.85	270-4600	220-4000	460.0	8.00	372-2600	I	2.09	1.64	1.93	1.52	.437	.481	45	N	Cha	Alst	1.04	3	2.50	5	3.00	Hol●●	1 7/16	30	30	32	—
477	T	8-4.50x3.75	224-3200	218-3200	477.0	7.23	393-2300	I	2.02	1.64	1.84	1.44	.439	.439	45	Bo	HG	Alst	1.22	4	2.71	5	3.13	Hol●●	1 1/4	37	36	36	—
534	T	8-4.50x4.20	233-3200	227-3200	534.0	7.30	438-2100	I	2.02	1.64	1.84	1.44	.439	.439	45	Bo	HG	Alst	1.22	4	2.71	5	3.13	Hol●●	1 1/4	37	36	36	—
370-2V	T	8-4.05x3.59	171-3600	160-3600	370.0	8.00	277-2500	I	1.79	1.57	—	—	.433	.450	45	N	Cha	Alst	1.04	3	2.50	5	3.00	Hol●●	1 1/8	27 9/10	31 1/16	32 3/4	—
370-4V	T	8-4.05x3.59	204-3600	194-3600	370.0	8.00	317-3000	I	1.79	1.57	—	—	.433	.450	45	E	Cha	Alst	1.04	3	2.50	5	3.00	Hol●●	1 1/4	27 9/10	31 1/10	32 3/4	—
429-4V	T	8-4.36x3.59	234-4000	223-4000	429.0	8.00	354-2700	I	2.07	1.66	—	—	.433	.450	45	E	Cha	Alt	1.04	3	2.50	5	3.00	Hol●●	1 1/4	27 9/10	31 1/10	32 3/4	—
201	Tr	3-4.44x4.44	60-2200	56-2200	201.0	7.75	123-1100	I	1.80	1.50	—	—	.446	.443	45	E	HG	Alu	1.50	2	2.75	4	3.37	Hol	—	22 1/5	32 9/10	25 9/10	—

1980 GASOLINE ENGINES

	158	Tr, Ind	3-4.20x3.80	35.3-2000	33.0-2000	158.0	7.75	101-1350	I	1.65	1.35	......	......	.446	.443	45	E	HG	Alu	1.50	2	2.75	4	3.37	Hol	......	22 1/8	32 9/10	25 3/10	......
	175	Tr	3-4.20x4.20	46-2000	44-2000	175.0	7.75	135-1100	I	1.80	1.50	......	......	.443	.446	45	E	HG	Alu	1.50	2	2.75	4	3.37	Hol	......	22 1/8	32 9/10	25 3/10	......
GMC (Chevrolet)																														
	250-L6	T*	6-3.88x3.53	......	130-4000	250.0	8.30	210-2000	I	1.72	1.50	1.59	1.32	.388	.405	46	N	HG	Als	.927	3	2.00	7	2.30	R-P●	1 3/8	28	30	36	......
	292-L6	T**	6-3.88x4.13	......	115-3400	292.0	7.80	215-1600	I	1.72	1.50	1.59	1.32	.405	.405	46	N	HG	Als	.927	3	2.10	7	2.30	R-P	1 3/4	26	33	36	......
	292-L6	T**	6-3.88x4.13	......	125-3600	292.0	7.80	225-1600	I	1.72	1.50	1.59	1.32	.405	.405	46	N	HG	Als	.927	3	2.10	7	2.30	R-P	1 3/4	26	33	36	......
	305-V8	T*	8-3.74x3.48	......	135-4200	305.0	8.50	235-2400	I	1.72	1.50	1.59	1.32	.373	.410	46	N	Cha	Als	.927	3	2.10	5	2.45	R-P#	1 11/16	28	30	32	......
	350-V8	T**	8-4.00x3.48	......	160-3600	350.0	7.90	275-2400	I	1.72	1.50	1.59	1.32	.390	.410	46	N	Cha	Als	.927	3	2.10	5	2.45	R-P#	1 11/16	28	30	32	......
	350-V8	T**	8-4.00x3.48	......	165-3800	350.0	8.30	255-2800	I	1.72	1.50	1.59	1.32	.390	.410	46	N	Cha	Als	.927	3	2.10	5	2.45	R-P●●	1 3/8	28	30	32	......
	350-V8	T*	8-4.00x3.48	......	175-4000	350.0	8.20	275-2400	I	1.94	1.50	1.82	1.32	.390	.410	46	N	Cha	Als	.927	3	2.10	5	2.45	R-P●●	1 3/8	28	30	32	......
	366-V8	T**	8-3.94x3.77	......	190-4000	366.0	7.60	305-2400	I	1.84	1.68	1.46	1.46	.398	.438	46	N	Cha	Als	.969	4	2.20	5	2.75	Hol●●	1 3/8	35	38	33	......
	400-V8	T**	8-4.13x3.75	......	180-3600	400.0	8.30	310-2400	I	1.72	1.50	1.82	1.32	.390	.410	46	N	Cha	Als	.927	3	2.10	5	2.75	R-P●●	1 3/8	28	30	32	......
	427-V8	T**	8-4.25x3.77	......	210-3800	427.0	7.50	350-2400	I	1.84	1.66	1.68	1.46	.398	.398	46	N	Cha	Als	.969	4	2.20	5	2.75	Hol●●	1 3/8	35	38	33	......
	454-V8	T**	8-4.25x4.00	......	210-3800	454.0	7.90	340-2800	I	2.06	1.72	1.93	1.55	.391	.423	45	N	Cha	Als	.969	3	2.20	5	2.75	R-P●●	1 3/8	31	31	35	......
	400-V8	T*	8-4.13x3.75	......	185-3600	400.0	8.20	300-2400	I	1.94	1.50	1.82	1.32	.390	.410	46	N	Cha	Als	.927	3	2.10	5	2.75	R-P●●	1 3/8	28	30	32	......
	454-V8	T*	8-4.25x4.00	......	225-4000	454.0	7.60	365-2400	I	1.84	1.66	1.68	1.46	.440	.440	46	N	Cha	Als	.989	4	2.20	5	2.75	Hol●●	1 3/8	35	38	35	......
International	C-60	Tr	4-2.63x2.75	17-2500	......	59.5	7.00	40-1700	I	1.10	.90	.980	.792	.222	.222	45	N	HG	CI	.668	3	1.50	3	1.62	Own	3/4	16 11/32	25 1/4	26 3/8	5
	C135B[2]	Tr	4-3.25x4.06	46-2400	......	134.8	7.48	114-1600	I	1.51	1.32	1.22	1.09	.240	.240	45	E	HG	Alu	.859	3	2.06	3	2.62	Zen	1	19	31	31 3/4	4
	4-196	T	4-4.13x3.67	......	86-3800	195.5	8.02	157-2200(EA)	I	2.08	1.73	1.99	1.66	.440	.395	45	Bo	HG	Alt	1.06	3	2.37	5	2.75	Hol	......	31 1/8	32 53/64	29 43/64	......
	V-304	T	8-3.88x3.22	......	180-4400	303.7	8.19	273-2800	I	1.97	1.61	1.88	1.54	.440	.395	45	Bo	HG	Alu	1.06	3	2.37	5	2.75	Hol#	1 1/8	31 1/2	35 3/4	29 43/64	......
	C-345	Ind	8-3.88x3.66	160-3000	......	345.0	8.05	297-2200	I	1.97	1.61	1.88	1.54	.440	.395	45	E	HG	Alu	1.06	3	2.37	5	2.75	Hol	1 1/4	38 1/2	39 1/2	33 1/2	3
	V-345	T	8-3.88x3.66	......	168-3800	345.0	8.05	309-2200	I	1.97	1.61	1.88	1.54	.440	.395	45	Bo	HG	Alu	1.06	3	2.37	5	2.75	Hol#	1 1/4	33 5/32	37 1/2	29 43/64	......
	V-392	T	8-4.13x3.66	......	236-3600	390.1	8.02	381-2800	I	2.08	1.73	1.99	1.66	.440	.395	45	E	HG	Alu	1.06	3	2.37	5	2.75	Hol	1 3/16	33 5/32	37 1/2	29 43/64	......
	C-392	Ind	8-4.13x3.66	180-3000	......	390.9	8.20	325-2500	I	2.08	1.73	1.99	1.66	.440	.395	45	E	HG	Alu	1.06	3	2.37	5	2.75	Hol	1 3/16	37	39 9/16	33 9/16	3
	MV-404	T	8-4.13x3.73	......	188-3600	400.0	8.00	311-2000(EA)	I	2.05	1.54	1.95	1.43	.435	.435	45	E	HG	Alst	1.02	3	2.50	5	3.13	Hol	......	28 9/10	31 1/8	34 37/64	——
	UV-401[2]	Ind	8-4.13x3.75	165-2800	......	401.0	7.69	335-2100	I	2.16	1.81	1.94	1.63	.426	.426	45	E	HG	Alu	1.31	3	2.63	5	3.13	Zen	1 1/4	36 7/8	41 13/16	41	2
	MV-446	T	8-4.13x4.19	......	235-3600	446.0	8.00	385-2600(EA)	I	2.05	1.54	1.95	1.43	.435	.435	45	E	HG	Alst	1.02	3	2.50	5	3.13	Hol	......	28 9/10	31 1/8	34 37/64	2
	VS-478	T	8-4.50x3.75	......	224-3400	477.1	7.64	431-1800	I	2.16	1.81	1.94	1.63	.426	.426	[3]	Bo	HG	Alu	1.31	3	2.63	5	3.13	Hol●●	1 5/16	36 7/8	41	39 1/2	2
	V-537	T	8-4.63x4.00	......	208-3200	537.6	7.50	415-2000(EA)	I	2.16	1.81	1.50	1.42	.465	.465	[3]	N	HG	Alst	1.31	3	2.62	5	3.12	Hol	1 5/16	30	44	37	2
	VS-549	T	8-4.50x4.31	......	243-3200	548.7	7.57	505-2000	I	2.16	1.81	1.94	1.63	.426	.426	[3]	Bo	HG	Alu	1.31	3	2.63	5	3.13	Hol●●	1 5/16	36 7/8	41	39 1/2	2
	C-549[2]	Ind	8-4.50x4.31	232-3200	......	549.0	7.57	480-1900	I	2.16	1.81	1.94	1.63	.426	.426	45	E	HG	Alu	1.31	3	2.63	5	3.13	Hol●●	1 1/4	36 7/8	41	41	2
Volkswagen	0.36.1	Ind	4-2.78x2.78	56-6000	44.8-4000	66.6	8.00	57.9-3050(EA)	I	......	......	......	......	......	......	......	Bo	BC	Als	......	3	......	5	......	Sol	1 1/4	19	23	25	......
	122	Ind	4-3.03x2.52	......	40-3600	72.7	7.00	59.6-2000(EA)	I	1.24	1.18	1.04	.859	.275	.275	45	Bo	HG	Alu	.866	3	2.17	4	2.18	Sol	1 1/32	29 1/2	23 13/32	29	5
	126A	Ind	4-3.38x2.79	......	53-3600	96.7	7.70	78.9-2200(EA)	I	1.39	1.26	1.12	1.00	.275	.275	45	Bo	HG	Alu	.856	3	2.17	4	2.17	Sol	1 1/32	29 29/32	23 13/16	28 13/32	5
	0.49.6	Ind	4-3.13x3.16	19.5-5700	68.3-4000	96.9	8.20	80.3-3250(EA)	I	......	......	......	......	......	......	......	Bo	BC	Als	......	3	......	5	......	Sol	1 1/4	19	18	19	......
	127	Ind	4-3.72x2.64	......	73-4000	109.5	7.30	86.8-2600(EA)	I	1.62	1.34	......	......	.312	.351	45	Bo	HG	Als	.945	3	2.17	4	2.36	Sol	1 1/4	38	22	28	5
Waukesha Eng. Div. Dresser Industries	VRG-155	GP, Tr, Ind	4-3.63x3.75	50-2400	......	155.0	......	124-1600(BE)	I	......	......	......	......	......	......	......	......	HG	Alu	......	......	......	3	......	......	......	22 1/8	29 5/8	30 5/8	4
	VRG-232	GP, Tr, Ind	6-3.63x3.75	61-2200	......	232.0	......	165-1400(BE)	I	......	......	......	......	......	......	......	......	HG	Alu	......	......	......	4	......	......	......	22	50	42 1/2	3
	VRG-265	GP, Tr, Ind	6-3.75x4.00	83-2200	......	265.0	......	215-1200(BE)	I	......	......	......	......	......	......	......	......	HG	Alu	......	......	......	4	......	......	......	20 3/8	29 1/2	42 1/2	3
	VRG-283	GP, Tr, Ind	6-3.88x4.00	103-2400	......	283.0	......	240-1600(BE)	I	......	......	......	......	......	......	......	......	HG	Alu	......	......	......	7	......	......	......	20 3/8	29 25/32	42 1/2	3
	VRG-310	GP, Tr, Ind	6-3.88x4.38	112-2400	......	310.0	......	261-1600(BE)	I	......	......	......	......	......	......	......	......	HG	Alu	......	......	......	7	......	......	......	20 3/8	29 25/32	42 1/2	3
	VRG-330	GP, Tr, Ind	6-3.88x4.67	127-2600	......	330.0	......	271-1800(BE)	I	......	......	......	......	......	......	......	......	HG	Alu	......	......	......	7	......	......	......	23	36 1/8	41 3/8	3,4
	VRG-220	GP, Tr, Ind	4-3.88x4.67	82-2600	......	220.0	......	177-1800(BE)	I	......	......	......	......	......	......	......	......	HG	Alu	......	......	......	5	......	......	......	23	36 1/8	31 63/64	3,4
White	G-1600	GP, Ind	4-4.00x3.25	76.5-3600	65-3600	163.0	7.50	146-1400(BE)	I	1.80	1.60	1.59	1.38	.400	.400	[7]	Op	HG	Alst	.975	3	2.00	3	2.25	Op	1 1/8	29 21/25	20 47/50	23 83/100	4
	G-1600LPG	Ind	4-4.00x3.25	64-2800	60-2800	163.0	7.50	136-1800(BE)	I	1.80	1.60	1.59	1.38	.400	.400	[7]	E	HG	Alst	.975	3	2.00	3	2.25	Op	1 1/8	29 21/25	20 47/50	23 83/100	4
	G-23( )	Ind	4-4.00x4.50	89-2800	76-2800	226.0	7.50	206-1400(BE)	I	1.69	1.50	1.44	1.25	.369	.369	45	N	HG	Alst	1.25	3	2.38	5	2.88	Op	......	23 7/32	33 11/32	32 21/64	2,3,4
	G-2300 LPG	Ind	4-4.00x4.50	92-2800	78-2800	226.0	10.00	216-1200(BE)	I	1.69	1.50	1.44	1.25	.369	.369	45	E	HG	Alst	1.25	3	2.38	5	2.88	Op	......	23 7/32	33 11/32	32 21/64	2,3,4
	G-3400	Ind	6-4.00x4.50	143-2800	122-2800	339.0	7.50	311-1400(BE)	I	1.69	1.50	1.44	1.25	.369	.368	45	N	HG	Alst	1.25	3	2.38	7	2.88	Op	......	23 7/32	34 11/32	41 27/64	2,3,4
	G-3400LPG	Ind	6-4.00x4.60	140-2800	119-2800	339.0	10.00	308-1400(BE)	I	1.69	1.50	1.44	1.25	.369	.369	45	E	HG	Alst	1.25	3	2.38	7	2.88	Op	1 3/4	23 7/32	34 11/32	41 27	2,3,4
	G-2300	Ind	4-4.00x4.50	82-2800	70-2800	226.0	10.00	196-1200(BE)	I	1.69	1.50	1.44	1.25	.369	.369	45	E	HG	Alst	1.25	3	2.38	5	2.88	Op	......	23 1/4	30 1/8	32 9/20	2,3,4
	G-3400	Ind	6-4.00x4.50	119-2800	101-2800	339.0	10.00	277-1200(BE)	I	1.69	1.50	1.44	1.25	.369	.369	45	E	HG	Alst	1.25	3	2.38	7	2.88	Op	......	23 1/4	31 7/10	41 1/20	2,3,4
Wisconsin	VH4D	Ind	4-3.25x3.25	30-2800	30-2800	107.7	5.52	66-1700(EA)	L	1.31	1.31	1.12	1.12	.275	.275	45	Bo	HG	Alu	.750	3	1.88	2	1.57	Zen	7/8	22 1/2	27 1/2	25 3/8	3,4,5,6
	VG4D	Ind	4-3.50x4.00	37-2400	37-2400	154.0	5.05	94-1500(EA)	L	1.56	1.56	1.37	1.37	.275	.275	45	Bo	HG	Alu	.937	4	2.13	2	2.00	Zen	1	24	29	28	3,4,5
	V-465D	Ind	4-3.75x4.00	65.9-3000	65.9-3000	177.0	7.25	138-1800(EA)	I	1.56	1.31	1.12	1.12	.275	.275	45	Bo	HG	Alu	.937	4	2.13	3	2.62	Zen	1	26	25	29	3,4,5

ABBREVIATIONS

*Light duty emissions cycle
**Heavy duty emissions cycle
#Dual throat
●Two barrel
●●Four barrel
■Also available in R.H. rotation

Als—Aluminum alloy with steel strut
Alst—Aluminum alloy with steel strut (tin plated)
Alt—Aluminum alloy (tin coated)
Alu—Aluminum alloy
B—Buses

BC—Belt drive camshaft
BE—Bare Engine
Bo—Used in both intake and exhaust seats
Car—Carter Carburetor Corp.
Cha—Chain
CI—Cast Iron

HG—Helical Gear
Hol—Holley Carburetor Co.
I—Inhead (valves)
Ind—Industrial
L—Valves at side (left-head)
MaS—Marvel-Schebler Carburetor Div.
Mc—Motorcraft

N—No or none
Op—Optical
R-P—Rochester Products
Sol—Solex
T—Trucks
Tr—Tractor
Zen—Zenith (Facet)

[1]—Rear main 1.58
[2]—Available with LPG carburetion
[3]—Intake 15°, Exhaust 45
[4]—2 barrel, 4 barrel, 295-3300
[5]—Intake 29°, Exhaust 44
[6]—45° Exhaust
[7]—Intake 30°, Exhaust 45

1980 DIESEL ENGINES FOR TRUCK, BUS, TRACTOR, INDUSTRIAL USE

ENGINE MAKE AND MODEL	GENERAL										VALVES			PISTON				MAIN BEARINGS		INJECTION SYSTEM				STARTING METHOD		OVERALL DIMENSIONS			
	Designed for	Number of Cylinders Bore and Stroke (In.)	Cylinder Liners—Type	Cycle	Piston Displacement (Cu. In.)	With Bare Engine: Maximum Brake Hp. at Specified R.P.M.	With Standard Accessories: Max. Intermittent Hp. at Specified R.P.M.	With Standard Accessories: Continuous Sustained Hp. at Specified R.P.M.	Compression Ratio—to 1	Max. Torque in Lb. Ft. at Specified R.P.M.	Arrangement	Intake Port Diameter and Lift (In.)	Exhaust Port Diameter and Lift (In.)	Material	No. of Compression Rings	No. of Oil Rings	Piston Pin Diameter (In.)	Number	Diameter (In.)	Make of Pump	Make of Valve	Air Cleaner—Make	Fuel Filter—Make	Make	Type	Length—Fan to Flywheel (In.)	Width (In.)	Height—To Top of Air Cleaner (In.)	Clutch Housing (S. A. E. Numbers)
Alco 251†	T,R,I,Ma	6-9x10.50	W	4	4008	1535-	1465-1540	1400-	11.50	6716-1200	VI	2.66-.803	2.66-.803	ASC	3	2	3.75	7	8.50	AB	AB	Var	Own	DI	AE	154	65	89	
251†	T,R,I,Ma	8-9x10.50	W	4	5344	1820-	1720-1755	1620-	11.50	9559-1000	VI	2.66-.803	2.66-.803	ASC	3	2	3.75	5	8.50	AB	AB	Var	Own	DI	AE	139	67	101	
251†	T,R,I,Ma	12-9x10.50	W	4	8016	3070-	2935-3080	2800-	11.50	13436-1200	VI	2.66-.803	2.66-.803	ASC	3	2	3.75	7	8.50	AB	AB	Var	Own	DI	AE	180	67	109	
251†	T,R,I,Ma	16-9x10.50	W	4	10688	4100-	3915-4105	3730-	11.50	17944-1200	VI	2.66-.803	2.66-.803	ASC	3	2	3.75	9	8.50	AB	AB	Var	Own	DI	AE	213	67	109	
251†	R,I,Ma	18-9x10.50	W	4	12024	4500-	4250-4350	4000-	11.50	21485-1100	VI	2.66-.803	2.66-.803	ASC	3	2	3.75	10	8.50	AB	AB	Var	Own	DI	AE	245	67	113	
Allis-Chalmers 213	TR,I	2-3.70x3.70	D	4	79.5	35-3600	30-3000	28-3000	18.00	59-2200	VI	1.54-.35	1.26-.31	AA	2	1	1.10	3	2.96	ND	ND	D	Own	ND	Ele	22 1/2	21 1/2	29	4
320	TR,I	3-3.70x3.70	D	4	121	53-3600	49-3600	40-3000	18.00	85-2500	VI	1.54-.35	1.26-.31	AA	2	1	1.10	4	2.96	ND	ND	D	Own	ND	Ele	27 1/8	21 1/2	28 3/4	4
426	TR,I	4-3.70x3.70	D	4	159	73-3600	67-3600	55-3000	18.00	117-2300	VI	1.54-.35	1.26-.31	AA	2	1	1.10	5	2.96	ND	ND	D	Own	ND	Ele	31 5/8	20 1/2	28 3/4	4
433T*	TR,I	4-3.88x4.25	W	4	200	90-2400	80-2400	67-2200	16.25	220-1700	VI	1.41-.401	1.28-.354	AA	3	1	1.25	5	2.75	RM	Own	D	Own	DR	Ele	33 1/2	22 5/8	34 1/8	2,3
433I†	TR,I	4-3.88x4.25	W	4	200	100-2400	89-2400	74-2200	16.25	245-1600	VI	1.41-.401	1.28-.354	AA	3	1	1.25	5	2.75	RM	Own	D	Own	DR	Ele	33 1/2	22 5/8	34 1/8	2,3
649T*	TR,I	6-3.88x4.25	W	4	301	135-2500	117-2400	98-2200	16.25	331-1700	VI	1.41-.401	1.28-.354	AA	3	1	1.25	7	2.75	SRM	Own	Var	Own	DR	Ele	44 3/4	22 3/4	36 57/64	2,3
649I†	TR,I	6-3.88x4.25	W	4	301	155-2100	139-2400	120-2400	16.25	390-1680	VI	1.41-.401	1.28-.354	AA	3	1	1.25	7	2.75	RM	Own	D	Own	DR	Ele	44 3/4	22 3/4	36 7/8	2,3
670T*	TR,I	6-4.25x5.00	W	4	426	175-2400	150-2200	128-2000	15.50	438-1600	VI	1.61-.462	1.48-.413	AA	3	1	1.50	7	3.25	SRM	Own	Var	Own	DR	Ele	41	29 1/2	41	1,2,3
670I†	TR	6-4.25x5.00	W	4	426	200-2400	175-2200	150-2000	15.50	486-1700	VI	1.61-.462	1.48-.413	AA	3	1	1.50	7	3.25	RM	Own	FD	RM	DR	Ele	42 55/64	24 5/8	44 7/8	1,2,3
685T*	TR,I	6-4.44x5.56	W	4	516	220-2200	190-2000	160-1800	16.20	586-1400	VI	1.56-.473	1.38-.473	AA	3	1	1.63	7	3.50	RB	Own	Var	Own	DI	AE	51 13/16	29 1/2	48 23/32	1,2
6138LT*	TR,I	6-5.00x6.50	W	4	844	325-2100	285-2000	240-1800	15.40	900-1400	VI	1.41-.529	1.29-.524	AA	3	1	2.25	7	4.00	RB	Own	Var	Own	DI	AE	62 1/8	38 13/16	51 15/16	0,1
6138T*	TR,I	6-5.25x6.50	W	4	844	375-2100	325-2000	285-2000	15.40	1040-1400	VI	1.41-.529	1.29-.524	AA	3	1	2.25	7	4.00	RB	Own	Var	Own	DI	AE	62 1/8	36 13/16	51 15/16	0,1
6138I†	TR,I	6-5.25x6.50	W	4	844	450-2100	375-2000	318-1800	15.40	1248-1500	VI	1.41-.529	1.29-.524	AA	3	1	2.25	7	4.00	RB	Own	Var	Own	DI	AE	62 3/8	36 5/8	51 15/16	0,1
670HI	TR,I	6-4.25x5.00	W	4	426	220-2600	184-2400	160-2200	15.50	491-2000	VI	1.61-.462	1.48-.413	AA	3	1	1.15	7	3.25	RM	Own	FD	Own	DR	Ele	42 7/8	24 5/8	44 7/8	1,2,3
685I	TR,I	6-4.44x5.56	W	4	516	280-2200	252-2000	222-2000	16.20	784-1600	VI	1.56-.473	1.38-.473	AA	2	1	1.88	7	3.50	RB	Own	FD	Own	DR	Ele	51 13/16	29 1/2	48 3/4	1
6120	TR,I	6-	W	4	732	290-2500	260-2400	230-2000	15.40	710-1800	VI	1.41-.529	1.29-.524	AA	3	1	2.25	7	4.00	RB	Own	FD	Own	DR	Ele	62 3/8	36 5/8	51 15/16	0,1
Caterpillar 3208	T,B	8-4.50x5.00	N	4	636		160-2800		18.20	365-1400	V8	2.09-.520	1.80-.520	AA	1	1	1.50	5	3.50	Own	RM	Own	Own	DR	Ele	36.1	32.9	33.8	2
3208	T,B	8-4.50x5.00	N	4	636		165-2600		18.20	398-1300	V8	2.09-.520	1.80-.520	AA	1	1	1.50	5	3.50	Own	RM	Own	Own	DR	Ele	36.1	32.9	33.8	2
3208	T,B	8-4.50x5.00	N	4	636		175-2800		18.20	405-1400	V8	2.09-.520	1.80-.520	AA	1	1	1.50	5	3.50	Own	RM	Own	Own	DR	Ele	36.1	32.9	33.8	2
3208**	T,B	8-4.50x5.00	N	4	636		175-2800		16.50	425-1400	V8	2.09-.520	1.80-.520	AA	1	1	1.50	5	3.50	Own	RM	Own	Own	DR	Ele	36.1	34.0	34.9	2
3208	T,B	8-4.50x5.00	N	4	636		185-2600		16.50	452-1400	V8	2.09-.520	1.80-.520	AA	1	1	1.50	5	3.50	Own	RM	Own	Own	DR	Ele	36.1	32.9	33.8	2
3208**	T,B	8-4.50x5.00	N	4	636		200-2800		16.50	490-1400	V8	2.09-.520	1.80-.520	AA	1	1	1.50	5	3.50	Own	RM	Own	Own	DR	Ele	36.1	34.0	34.9	2
3208	T,B	8-4.50x5.00	N	4	636		210-2800		16.50	500-1400	V8	2.09-.520	1.80-.520	AA	1	1	1.50	5	3.50	Own	RM	Own	Own	DR	Ele	36.1	32.9	33.8	2
3306†	T,B	6-4.75x6.00	W	4	638		245-2200		17.50	820-1300	I6	2.02-.496	1.90-.496	AA	2	1	1.70	7	3.50	Own	Own	Own	Own	DR	Ele	53.4	31.7	47.7	1
3306*	T,B	6-4.75x6.00	W	4	638		250-2200		17.50	690-1400	I6	2.02-.496	1.90-.496	AA	2	1	1.70	7	3.50	Own	Own	Own	Own	DR	Ele	53.4	32.9	48.8	1,2
3306†	T,B	6-4.75x6.00	W	4	638		270-2200		17.50	775-1400	I6	2.02-.496	1.90-.496	AA	2	1	1.70	7	3.50	Own	Own	Own	Own	DR	Ele	53.4	31.7	47.7	1
3406*	T,B	6-5.40x6.50	W	4	893		280-2100		14.50	1015-1200	I6	2.02-.450	1.90-.490	AA	2	1	2.00	7	4.75	Own	Own	Own	Own	DR	Ele	60.0	35.5	51.0	1
3406*	T,B	6-5.40x6.50	W	4	893		290-1900		14.50	1000-1200	I6	2.02-.450	1.90-.490	AA	2	1	2.00	7	4.75	Own	Own	Own	Own	DR	Ele	60.0	35.5	51.0	1
3406**	T,B	6-5.40x6.50	W	4	893		300-1900		14.50	1054-1200	I6	2.02-.450	1.90-.490	AA	2	1	2.00	7	4.75	Own	Own	Own	Own	DR	Ele	60.0	35.5	51.0	1
3406**	T,B	6-5.40x6.50	W	4	893		300-2100		14.50	1054-1200	I6	2.02-.450	1.90-.490	AA	2	1	2.00	7	4.75	Own	Own	Own	Own	DR	Ele	60.0	35.5	51.0	1
3406*	T,B	6-5.40x6.50	W	4	893		305-1900		14.50	1050-1200	I6	2.02-.450	1.90-.490	AA	2	1	2.00	7	4.75	Own	Own	Own	Own	DR	Ele	60.0	35.5	51.0	1
3406*	T,B	6-5.40x6.50	W	4	893		325-2100		14.50	1050-1200	I6	2.02-.450	1.90-.490	AA	2	1	2.00	7	4.75	Own	Own	Own	Own	DR	Ele	60.0	35.5	51.0	1
3406*	T,B	6-5.40x6.50	W	4	893		350-1900		14.50	1165-1200	I6	2.02-.450	1.90-.490	AA	2	1	2.00	7	4.75	Own	Own	Own	Own	DR	Ele	60.0	36.4	51.1	1
3406**	T,B	6-5.40x6.50	W	4	893		380-2100		14.50	1285-1200	I6	2.02-.450	1.90-.490	AA	2	1	2.00	7	4.75	Own	Own	Own	Own	DR	Ele	60.0	36.4	51.1	1
3406†	T,B	6-5.40x6.50	W	4	893		380-2100		14.50	1245-1200	I6	2.02-.450	1.90-.490	AA	2	1	2.00	7	4.75	Own	Own	Own	Own	DR	Ele	60.0	36.4	51.1	1
3408	T,B	8-5.40x6.00	W	4	1099		400-2100		14.50	1225-1200	V8	1.73-.450	1.59-.490	AA	2	1	2.00	5	4.75	Own	Own	Own	Own	DR	Ele	57.9	38.8	54.4	1
3408	T,B	8-5.40x6.00	W	4	1099		450-2100		15.30	1350-1500	V8	1.73-.450	1.59-.490	AA	2	1	2.00	5	4.75	Own	Own	Own	Own	DR	Ele	57.9	38.8	54.4	1
3408	T,B	8-5.40x6.00	W	4	1099		450-2100		14.50	1460-1200	V8	1.73-.450	1.59-.490	AA	2	1	2.00	5	4.75	Own	Own	Own	Own	DR	Ele	57.9	38.8	54.4	1
3208	I	8-4.50x5.00	W	4	636		175-2800	125-2400	16.20	400-1400	V8	2.09-.520	1.80-.520	AA	1	1	1.50	5	3.50	Own	RM	Own	Own	DR	Ele	37.7	32.5	33.8	2,3
3208	I	8-4.50x5.00	W	4	636		210-2800	150-2400	16.20	485-1400	V8	2.09-.520	1.80-.520	AA	1	1	1.50	5	3.50	Own	RM	Own	Own	DR	Ele	37.7	32.5	33.8	2,3
3304	I	4-4.75x6.00	W	4	425		100-2200	85-2000	17.50	280-1400	I4	2.02-.496	1.90-.496	AA	2	1	1.70	5	3.27	Own	Own	Own	Own	DRS	Ele	50.3	29.7	39.4	1
3304*	I	4-4.75x6.00	W	4	425		165-2200	125-2000	17.50	455-1520	I4	2.02-.496	1.90-.496	AA	2	1	1.70	5	3.27	Own	Own	Own	Own	DRS	Ele	50.3	32.3	39.4	1
3306	I	6-4.75x6.00	W	4	638		150-2200	125-2000	17.50	425-1200	I6	2.02-.496	1.90-.496	AA	2	1	1.70	7	3.50	Own	Own	Own	Own	DRS	AE	49.3	33.0	39.4	1
3306*	I	6-4.75x6.00	W	4	638		200-2200	155-2000	17.50	600-1400	I6	2.02-.496	1.90-.496	AA	2	1	1.70	7	3.50	Own	Own	Own	Own	DRS	AE	49.3	33.0	39.4	1
3306*	I	6-4.75x6.00	W	4	638		225-2200	170-2000	17.50	690-1300	I6	2.02-.496	1.90-.496	AA	2	1	1.70	7	3.50	Own	Own	Own	Own	DRS	AE	49.3	33.0	39.4	1
3306*	I	6-4.75x6.00	W	4	638		250-2200	190-2000	17.50	685-1500	I6	2.02-.496	1.90-.496	AA	2	1	1.70	7	3.50	Own	Own	Own	Own	DRS	AE	49.3	33.0	39.4	1
3306†	I	6-4.75x6.00	W	4	638		270-2200	215-2000	17.50	740-1400	I6	2.02-.496	1.90-.496	AA	2	1	1.70	7	3.50	Own	Own	Own	Own	DRS	AE	61.4	32.7	43.5	1
3406*	I	6-4.75x6.00	W	4	893		325-2100	250-1800	14.50	1015-1200	I6	2.02-.496	1.90-.496	AA	2	1	2.00	7	4.75	Own	Own	Own	Own	DRS	AE	65.4	35.5	56.5	1
3406†	I	6-5.40x6.50	W	4	893		375-2100	275-1800	16.60	1085-1200	I6	2.02-.496	1.90-.496	AA	2	1	2.00	7	4.75	Own	Own	Own	Own	DRS	AE	65.4	35.5	52.6	1
3408*	I	8-5.40x6.50	W	4	1099		425-2100	300-1800	14.50	1295-1250	V8	1.69-.480	1.56-.480	AA	2	1	2.00	5	4.75	Own	Own	Own	Own	DI	AE	62.6	43.3	51.5	0,1
3408†	I	8-5.40x6.50	W	4	1099		475-2100	365-1800	15.50	1390-1500	V8	1.69-.480	1.56-.480	AA	2	1	2.00	5	4.75	Own	Own	Own	Own	DI	AE	62.6	48.5	54.2	0
3412*	I	12-5.40x6.50	W	4	1649		575-2100	400-1800	14.50	1815-1200	V12	1.69-.480	1.56-.480	AA	2	1	2.00	7	4.75	Own	Own	Own	Own	DI	AE	74.7	49.9	54.2	0
3412*	I	12-5.40x6.50	W	4	1649		650-2100	450-1800	14.50	1950-1300	V12	1.69-.480	1.56-.480	AA	2	1	2.00	7	4.75	Own	Own	Own	Own	DI	AE	78.5	60.4	68.2	0
3412†	I	12-5.40x6.50	W	4	1649		750-2100	520-1800	15.50	2150-1500	V12	1.69-.480	1.56-.480	AA	2	1	2.00	7	4.75	Own	Own	Own	Own	DI	AE	78.5	60.4	68.2	0

1980 DIESEL ENGINES

	D348'	I	12-5.40x6.50	W	4	1786		850-2000	670-1800	16.50	2600-1500	V12	1.69-.480	1.56-.480	AA	2	1	2.00	7	5.26	Own	Own	Own	Own	DRS	AE	85.6	60.2	67.1	0
	D348'	I	12-5.30x6.50	W	4	1786		920-2000	725-1800	16.50	2700-1400	V12	1.69-.480	1.56-.480	AA	2	1	2.00	7	5.26	Own	Own	Own	Own	DRS	AE	85.6	60.2	67.1	0
	D349'	I	16-5.40x6.50	W	4	2382		1130-2000	890-1800	16.50	3250-1500	V16	1.69-.450	1.56-.480	AA	2	1	2.00	9	5.26	Own	Own	Own	Own	DRS	AE	100.7	60.1	67.1	0
	D349'	I	16-5.40x6.50	W	4	2382		1220-2000	970-1800	16.50	3480-1600	V16	1.69-.450	1.56-.480	AA	2	1	2.00	9	5.26	Own	Own	Own	Own	DRS	AEH	100.7	60.1	67.1	0
	D353'	I	6-6.25x8.00	W	4	1473		490-1300	375-1200	15.50	2155-1000	I6	2.28-.589	2.13-.589	AA	2	1	2.45	7	4.63	Own	Own	Own	Own	DSB	AEH	80.4	48.1	66.0	0
	D353'	I	6-6.25x8.00	W	4	1473		535-1300	425-1200	15.50	2395-925	I6	2.28-.589	2.13-.589	AA	2	1	2.45	7	4.63	Own	Own	Own	Own	DSB	AEH	79.2	46.8	65.8	0
	D379'	I	8-6.25x8.00	W	4	1964		650-1300	500-1200	15.10	2785-950	V8	2.28-.589	2.13-.589	AA	2	1	2.45	5	5.75	Own	Own	Own	Own	DSB	AEH	83.5	60.7	75.4	00
	D379'	I	8-6.25x8.00	W	4	1964		715-1300	565-1200	15.10	3180-950	V8	2.28-.589	2.13-.589	AA	2	1	2.45	5	5.75	Own	Own	Own	Own	DSB	AEH	96.7	60.7	75.4	00
	D398'	I	12-6.25x8.00	W	4	2946		975-1300	750-1200	15.10	4440-900	V12	2.28-.589	2.13-.589	AA	2	1	2.45	7	5.75	Own	Own	Own	Own	DSB	AEH	106.2	60.7	78.8	00
	D398'	I	12-6.25x8.00	W	4	2946		1075-1300	850-1200	15.10	4900-950	V12	2.28-.589	2.13-.589	AA	2	1	2.45	7	5.75	Own	Own	Own	Own	DSB	AEH	118.8	60.7	78.8	00
	D399'	I	16-6.25x8.00	W	4	3928		1300-1300	1100-1200	15.10	5555-1100	V16	2.28-.589	2.13-.589	AA	2	1	2.45	9	5.75	Own	Own	Own	Own	DSB	AEH	128.3	60.7	78.8	00
	D399'	I	16-6.25x8.00	W	4	3928		1425-1300	1125-1200	15.10	6175-975	V16	2.28-.589	2.13-.589	AA	2	1	2.45	9	5.75	Own	Own	Own	Own	DSB	AEH	140.9	60.7	78.8	00
Chrysler	CI441	TR,I	4-3.62x3.94	D	4	162	78-3700	62-3200	56-3000	20.00	125-2200	VI			AA	3	1	1.10	5	2.75	ND	ND	Own	Own	Mit	Ele	32	22	33¾	4
	CI641	T	6-3.62x3.94	D	4	243	100-3700			20.00	163-2200	VI			AA	3	1	1.10	7	2.75	ND	ND	N	Own	Mit	Ele	36	22¼	30	
	CI641	TR,I	6-3.62x3.94	D	4	243	103-3500	92-3200	81-3000	20.00	174-2200	VI			AA	3	1	1.10	7	2.75	ND	ND	Own	Own	Mit	Ele	41	27½	33½	4
	CI655	TR,I	6-3.86x4.72	W	4	331	132-3100	105-2600	91-2500	19.00	244-2000	VI			AA			1.26	7	3.07	ND	ND	Own	Own	PR	Ele	43	28¾	36½	3
	CI655	T	6-3.86x4.72	W	4	331	132-3100			19.00	244-2000	VI			AA	2	1	1.26	7	3.07	ND	ND	N	Own	PR	Ele	44	29	32¾	3
	CI667	TR,I	6-4.33x4.53	W	4	401	154-3000	122-2700	108-2500	16.00	304-1800	VI			AA	2	1	1.50	7	3.15	ND	ND	Own	Own	Mit	Ele	48¼	28	37	3
Cummins	V-378-C	I, Tr	6-4.63x3.75	W	4	378	145-3000	145-3000	125-2800	17.00	280-1900	VI	1.63-.370	1.63-.370	Alu	2	1	1.38	4	3.50	Own	N		FG		Ele	33 9/16	32¾	37 15/32	2,3
	NH230	T	6-5.50x6.00	W	4	855		220-2100		15.80	644-1500	VI	1.88-.500	1.88-.500	Alu	3	1	2.00	7	4.50	Own	N	Opt	FG		Ele	60 11/32	27 29/32	49 15/32	1
	N885C	I,Tr	6-5.50x6.00	W	4	855	220-2100	220-2100		15.80	644-1500	VI	1.88-.500	1.88-.500	Alu	3	1	2.00	7	4.50	Own	N		FG		Ele	60 11/32	26 5/16	50⅛	1
	N885C	I,Tr	6-5.50x6.00	W	4	855	235-2100	235-2100	195-1800	15.80	647-1500	VI	1.88-.500	1.88-.500	Alu	3	1	2.00	7	4.50	Own	N		FG		Ele	60 11/32	28 9/16	50⅛	1
	Formula 230*	T	6-5.50x6.00	W	4	855		230-1900		15.80	805-1300	VI	1.88-.500	1.88-.500	Alu	3	1	2.00	7	4.50	Own	N	Opt	FG		Ele	59⅞	33¼	49⅛	1
	NTC230*	T	6-5.50x6.00	W	4	855		230-2100		15.80	805-1300	VI	1.88-.500	1.88-.500	Alu	3	1	2.00	7	4.50	Own	N	Opt	FG		Ele	59⅞	33¼	49⅛	1
	NTC250*	T	6-5.50x6.00	W	4	855		250-2100		15.80	850-1300	VI	1.88-.500	1.88-.500	Alu	3	1	2.00	7	4.50	Own	N	Opt	FG		Ele	59⅞	33¼	49⅛	1
	NTC855C*	I,Tr	6-5.50x6.00	W	4	855	250-2100	250-2100	205-1800	15.80	750-1500	VI	1.88-.500	1.88-.500	Alu	3	1	2.00	7	4.50	Own	N		FG		Ele	60 23/32	31 3/32	50	1
	Formula 250*	T	6-5.50x6.00	W	4	855		250-1900		15.80	850-1300	VI	1.88-.500	1.88-.500	Alu	3	1	2.00	7	4.50	Own	N	Opt	FG		Ele	59⅞	33¼	49⅛	1
	NT855C*	I,Tr	6-5.50x6.00	W	4	855	280-2100	280-2100		14.10	805-1500	VI	1.88-.500	1.88-.500	Alu	3	1	2.00	7	4.50	Own	N		FG		Ele	60 23/32	31 3/32	50	1
	Formula 290*	T	6-5.50x6.00	W	4	855		290-1900		15.80	930-1300	VI	1.88-.500	1.88-.500	Alu	3	1	2.00	7	4.50	Own	N	Opt	FG		Ele	59⅞	33¼	49⅛	1
	NTC 290*	T	6-5.50x6.00	W	4	855		290-2100		15.80	930-1300	VI	1.88-.500	1.88-.500	Alu	3	1	2.00	7	4.50	Own	N	Opt	FG		Ele	59⅞	33¼	49⅛	1
	NT855C*	I,Tr	6-5.50x6.00	W	4	855	310-2100	310-2100		14.10	890-1500	VI	1.88-.500	1.88-.500	Alu	3	1	2.00	7	4.50	Own	N		FG		Ele	60 23/32	31 3/32	50	1
	NT855C*	I,Tr	6-5.50x6.00	W	4	855	335-2100	335-2100	265-1800	14.10	930-1500	VI	1.88-.500	1.88-.500	Alu	3	1	2.00	7	4.50	Own	N		FG		Ele	60 23/32	31 3/32	50	1
	Formula 300	T	6-5.50x6.00	W	4	855		300-1800		15.00	1000-1300	VI	1.78-.500	1.88-.500	Alu	3	1	2.00	7	4.50	Own	N	Opt	FG		Ele	59⅜	33½	50 9/16	
	Formula 350'	T	6-5.50x6.00	W	4	855		350-1900		14.10	1065-1300	VI	1.88-.500	1.88-.500	Alu	3	1	2.00	7	4.50	Own	N	Opt	FG		Ele	59½	33⅝	50⅝	1
	NTC300	T	6-5.50x6.00	W	4	855		300-2100		15.00	1000-1300	VI	1.78-.500	1.78-.500	Alu	3	1	2.00	7	4.50	Own	N	Opt	FG		Ele	59⅜	33½	50 9/16	
	NTC350'	T	6-5.50x6.00	W	4	855		350-2100		14.10	1065-1400	VI	1.88-.500	1.88-.500	Alu	3	1	2.00	7	4.50	Own	N	Opt	FG		Ele	59½	33⅝	50⅝	1
	NTA855C	I,Tr	6-5.50x6.00	W	4	855	360-2100	360-2100	280-1800	14.10	990-1500	VI	1.88-.500	1.88-.500	Alu	3	1	2.00	7	4.50	Own	N		FG		Ele	60 22/32	31 3/32	50	1
	NTC400'	T	6-5.50x6.00	W	4	855		400-2100		13.50	1150-1500	VI	1.88-.500	1.88-.500	Alu	3	1	2.00	7	4.50	Own	N	Opt	FG		Ele	59½	33⅝	50⅝	1
	NTA855C	I,Tr	6-5.50x6.00	W	4	855	400-2100	400-2100	325-1800	13.50	1150-1500	VI	1.88-.500	1.88-.500	Alu	3	1	2.00	7	4.50	Own	N		FG		Ele	60 23/32	31 3/32	50	1
	KT450*	T	6-6.25x6.25	W	4	1150		450-2100		15.50	1350-1500	VI	2.22-.570	2.22-.570	Alu	2	1	2.40	7	5.50	Own	N	Opt	FG		Ele	61⅛	33½	48½	1
	KT1150C*	I,Tr	6-6.25x6.25	W	4	1150	450-2100	450-2100	365-1800	15.50	1350-1500	VI	2.22-.590	2.22-.582	Alu	2	1	2.40	7	5.50	Own	N		FG		Ele	61 15/16	32 11/16	54 7/32	1
	KTA1150C'	I,Tr	6-6.25x6.25	W	4	1150	525-2100	525-2100	425-1800	15.50	1575-1500	VI	2.22-.590	2.22-.582	Alu	2	1	2.40	7	5.50	Own	N		FG		Ele	61 15/16	32 11/16	54 7/32	1
	KTA525'	T	6-6.25x6.25	W	4	1150		525-2100		15.50	1650-1300	VI	2.22-.570	2.22-.570	Alu	2	1	2.40	7	5.50	Own	N	Opt	FG		Ele	61¾	33⅜	50¼	1
	KTA600'	T	6-6.25x6.25	W	4	1150		600-2100		14.50	1650-1600	VI	2.22-.570	2.22-.570	Alu	2	1	2.40	7	5.50	Own	N	Opt	FG		Ele	61¾	33⅜	50¼	1
	KTA1150C'	I,Tr	6-6.25x6.25	W	4	1150	600-2100	600-2100	470-1800	14.50	1650-1600	VI	2.22-.590	2.22-.582	Alu	2	1	2.40	7	5.50	Own	N		FG		Ele	61 15/16	32 11/16	54 7/32	1
	V504C	I,Tr	8-4.63x3.75	W	4	504	195-3000	195-3000	170-2800	17.00	375-1900	VI	1.63-.370	1.63-.370	Alu	2	1	1.38	5	3.50	Own	N		FG		Ele	39 7/16	32¾	37½	3
	V555C	I,Tr	8-4.63x4.13	W	4	555	215-3000	185-2800	185-2800	17.00	414-1900	VI	1.63-.370	1.63-.370	Alu	2	1	1.50	5	3.50	Own	N		FG		Ele	42 7/32	34 7/16	40 27/64	2
	VT555C*	I,Tr	8-4.63x4.13	W	4	555	230-3000	230-3000	190-2800	17.00	455-1900	VI	1.63-.370	1.63-.370	Alu	2	1	1.50	5	3.50	Own	N		FG		Ele	42 7/32	34⅛	43	2
	V903C	I	8-5.50x4.75	W	4	903	265-2600	265-2600		15.50	657-1500	VI	1.88-.480	1.88-.480	Alu	2	1	1.75	5	3.75	Own	N		FG		Ele	45 5/16	38 11/16	45 3/16	1
	Formula 903*	T	8-5.50x4.75	W	4	903		290-2200		15.50	795-1600	VI	1.88-.480	1.88-.480	Alu	2	1	1.75	5	3.75	Own	N	Opt	FG		Ele	45 1/3	39 4/5	45⅝	2
	V903C	I,Tr	8-5.50x4.75	W	4	903	295-2600	295-2600	255-2300	15.50	700-1800	VI	1.88-.480	1.88-.480	Alu	2	1	1.75	5	3.75	Own	N		FG		Ele	45 5/16	38 11/16	45 3/16	1
	VT903C*	I,Tr	8-5.50x4.75	W	4	903	320-2500	320-2500	290-2300	15.50	775-1800	VI	1.88-.480	1.88-.480	Alu	2	1	1.75	5	3.75	Own	N		FG		Ele	45 5/16	39 13/16	48 3/16	1
	VT903C*	I,Tr	8-5.50x4.75	W	4	903	350-2600	350-2600	295-2300	15.50	848-1800	VI	1.88-.480	1.88-.480	Alu	2	1	1.75	5	3.75	Own	N		FG		Ele	45 5/16	39 13/16	49 3/16	1
	VT903*	T	8-5.50x4.75	W	4	903		320-2400		15.50	805-1700	VI	1.88-.480	1.88-.480	Alu	2	1	1.75	5	3.75	Own	N	Opt	FG		Ele	45 1/3	39 4/5	48⅝	2
	VT903C*	TR	8-5.50x4.75	W	4	903	375-2600	375-2600		15.50	848-1800	VI	1.88-.480	1.88-.480	Alu	2	1	1.75	5	3.75	Own	N		FG		Ele	45 5/16	39 13/16	48 3/16	1
	VT1710C*	I	12-5.50x6.00	W	4	1710	635-2100	490-1800	14.70		1747-1500	VI	1.88-.500	1.88-.500	Alu	3	1	2.00	7	5.75	Own	N		FG		Ele	74 5/32	48 1/32	66 1/3	0
	VT1710C'	I	12-5.50x6.00	W	4	1710	700-2100	700-2100	545-1800	14.70	1925-1500	VI	1.88-.500	1.88-.500	Alu	3	1	2.00	7	5.75	Own	N		FG		Ele	74 5/32	48 1/32	66 1/3	0
	VTA1710C'	I	12-5.50x6.00	W	4	1710	800-2100	800-2100	620-1800	13.70	2200-1500	VI	1.88-.500	1.88-.500	Alu	3	1	2.00	7	5.75	Own	N		FG		Ele	74 5/32	48 1/32	64 11/16	0
	KT2300C'	I	12-6.25x6.25	W	4	2300	900-2100	900-2100	700-1800	15.50	2475-1500	VI	2.22-.590	2.22-.582	Alu	2	1	2.40	7	6.50	Own	N		FG		Ele	86 1/16	49 15/32	66 3/64	0
	KTA2300C'	I	12-6.25x6.25	W	4	2300	1050-2100	1050-2100		14.50	3020-1500	VI	2.22-.590	2.22-.582	Alu	2	1	2.40	7	6.50	Own	N		FG		Ele	86 1/16	49 15/32	66 3/64	0
	KTA2300C'	I	12-6.25x6.25	W	4	2300	1200-2100	1200-2100	940-1800	14.50	3300-1500	VI	2.22-.590	2.22-.582	Alu	2	1	2.40	7	6.50	Own	N		FG		Ele	86 1/16	49 15/32	66 3/64	0
	KTA3067C'	I	16-6.25x6.25	W	4	3067	1600-2100	1600-2100	1250-1800	14.50	4400-1500	VI	2.22-.590	2.22-.582	Alu	2	1	2.40	9	6.50	Own	N		FG		Ele				
	Formula 525	T	6-6.25x6.25	W	4	1150	525-1900			15.50	1650-1300	VI	2.20-.570	2.22-.570	Alu	2	1	2.40	7	5.50	Own	N	Opt	FG		Ele	59¾	33⅜	50¼	0
	VT225	T	8-4.63x4.13	W	4	555	220-3000			17.00	435-2000	VI	1.63-.370	1.63-.370	Alu	2	1	1.50	5	3.50	Own	N	Opt	FG		Ele	42	30	55⅞	0
Deere	3164D	Tr,Ma,I	3-4.02x4.33	W	4	164		52-2500	44-2200	16.30	128-1500	VI									SR						27 41/64	19⅞	32 1/64	4
	4219D	Tr,Ma,I	4-4.02x4.33	W	4	219		70-2500	56-2200	16.30	168-1400	VI									SR						32 11/16	19 23/32	31 1/32	4
	4239D	Tr,Ma,I	4-4.19x4.33	W	4	239		75-2500	63-2200	16.30	187-1300	VI									SR						32 11/16	19 23/32	32 1/32	4
	4239T	Tr,Ma,I	4-4.19x4.33	W	4	239		89-2500	72-2200	16.30	226-1600	VI									SR						32 11/16	19 23/32	37 38/64	4
	4276D	Tr,Ma,I	4-4.19x5.00	W	4	276		80-2500	66-2200	16.30	206-1100	VI									SR						32 23/32	19 23/32	33 5/16	4
	4276T	Tr,Ma,I	4-4.19x5.00	W	4	276		96-2200	81-2200	16.30	264-1500	VI									SR						34 47/64	19⅝	31 25/32	4
	6329D	Tr,Ma,I	6-4.02x4.33	W	4	329		104-2500	82-2200	16.30	243-1400	VI									SR						45 13/16	19⅝	31 25/32	
	6359D	Tr,Ma,I	6-4.19x4.33	W	4	359		113-2500	95-2200	16.30	282-1400	VI									SR						45 13/16	19⅝	31 25/32	3
	6359T	Tr,Ma,I	6-4.19x4.33	W	4	359		134-2500	110-2200	16.30	338-1400	VI									SR						45 13/16	19⅝	31 9/16	3
	6414D	Tr,Ma,I	6-4.19x5.00	W	4	414		115-2200	103-2200	16.30	320-1100	VI									SR						43 41/64	19⅝	36 27/64	3
	6414T	Tr,Ma,I	6-4.19x5.00	W	4	414		142-2200	120-2200	16.30	396-1500	VI									SR						43 41/64	19⅝	42 5/32	3
	6466A	Tr,Ma,I	6-4.56x4.75	W	4	466		224-2100	190-2100	14.90	668-1400	VI									B-R						47 27/64	22 1/64	48 25/64	3
	6466D	Tr,Ma,I	6-4.56x4.75	W	4	466		130-2200	117-2200	17.00	356-1000	VI									SR						43⅞	20 9/16	40⅛	3
	6466T	Tr,Ma,I	6-4.56x4.75	W	4	466		177-2200	153-2200	14.90	520-1400	VI									B-R						45 15/32	20 13/64	45 37/64	3
	6619A	Tr,Ma,I	6-5.12x5.00	W	4	619		282-2100	240-2100	14.70	808-1400	VI									B-R						51⅝	26 53/64	50 15/16	1
	31790	Tr,Ma,I	3-4.19x4.33	W	4	179		56-2500	46-2200	16.30		VI									SR			RM	DN	Ele	27⅝	19⅞	32	4
	8955T	Tr,Ma,I	8-5.51x5.00	W	4	955		356-2100	302-2100	15.50	1121-1500	VI									RB	RB		RM	DN	Ele	45½	35	50	1

For References and Abbreviations, see Page 139

1980 DIESEL ENGINES

1980 DIESEL ENGINES FOR TRUCK, BUS, TRACTOR, INDUSTRIAL USE

ENGINE MAKE AND MODEL	GENERAL										VALVES			PISTON				MAIN BEARINGS		INJECTION SYSTEM				STARTING METHOD		OVERALL DIMENSIONS			
						With Bare Engine	With Standard Accessories																						
	Designed for	Number of Cylinders Bore and Stroke (In.)	Cylinder Liners—Type	Cycle	Piston Displacement (Cu. In.)	Maximum Brake Hp. at Specified R.P.M.	Max. Intermittent Hp. at Specified R.P.M.	Continuous Sustained Hp. at Specified R.P.M.	Compression Ratio to 1	Max. Torque in Lb. Ft. at Specified R.P.M.	Arrangement	Intake Port Diameter and Lift (In.)	Exhaust Port Diameter and Lift (In.)	Material	No. of Compression Rings	No. of Oil Rings	Piston Pin Diameter (In.)	Number	Diameter (In.)	Make of Pump	Make of Valve	Air Cleaner—Make	Fuel Filter—Make	Make	Type	Length—Fan to Flywheel (In.)	Width (In.)	Height—To Top of Air Cleaner (In.)	Clutch Housing (S. A. E. Numbers)
Detroit Diesel 2-71	Tr,I	2-4.25x5.00	D	2	142	64-2000	......	48-1800	17.00	186-1200	VI	......	1.58-.384	AT	4	2	1.50	3	3.50	Own	Own	A-D	AC	DR	Ele	32	27	41	2
3-53	Tr,I	3-3.88x4.50	W	2	159	92-2800	......	70-2400	21.00	198-1800	VI	......	.91-.402	AT	4	2	1.38	4	3.00	Own	Own	A-D	AC	DR	Ele	33	27	35	2,3,4
3-71N	Tr,I	3-4.25x5.00	D	2	213	109-2100	......	82-1800	18.70	299-1400	VI	......	1.18-.402	AT	4	2	1.50	4	3.50	Own	Own	Don	AC	DR	Ele	36	29	41	1,2,3
4-53	Tr,I	4-3.88x4.50	W	2	212	127-2800	......	93-2400	21.00	270-1800	VI	......	.91-.402	AT	4	2	1.38	5	3.00	Own	Own	A-D	AC	DR	Ele	39	27	37	2,3,4
4-53*	Tr,I	4-3.88x4.50	W	2	212	170-2500	......	......	18.70	402-1800	VI	......	.91-.402	AT	4	2	1.38	5	3.00	Own	Own	......	AC	DR	Ele	40	32	37	2,3,4
4-71N	Tr,I	4-4.25x5.00	D	2	284	152-2100	......	117-1800	18.70	400-1600	VI	......	1.18-.402	AT	4	2	1.50	5	3.50	Own	Own	Don	AC	DR	Ele	42	29	42	1,2,3
6V-53	Tr,I	6-3.88x4.50	W	2	318	210-2800	......	140-2400	21.00	455-1500	VI	......	.91-.402	AT	4	2	1.38	4	3.50	Own	Own	A-D	AC	DR	Ele	39	40	37	1,2,3
6V-53T*	I	6-3.88x4.50	W	2	318	223-2500	......	......	18.70	550-1800	VI	......	.91-.402	AT	4	2	1.50	4	3.50	Own	Own	......	AC	DR	Ele	40	32	37	1,2,3
6-71N	Tr,I	6-4.25x5.00	D	2	426	228-2100	......	175-1800	18.70	600-1800	VI	......	1.18-.402	AT	4	2	1.50	7	3.50	Own	Own	Don	AC	DR	Ele	54	29	39	1,2,3
6-71N	T,B	6-4.25x5.00	D	2	426	230-2100	......	......	18.70	611-1600	VI	......	1.18-.402	AT	4	2	1.50	7	3.50	Own	Own	Don	AC	DR	Ele	56	33	44	1,2,3
6V-71N	Tr,I	6-4.25x5.00	D	2	426	228-2100	......	175-1800	17.00	600-1800	VI	......	.98-.402	AT	4	2	1.50	4	4.50	Own	Own	Don	AC	DR	Ele	41	40	53	1,2
6-71T*	T	6-4.25x5.00	D	2	426	275-2100	......	......	17.00	801-1200	VI	......	1.18-.402	AT	4	2	1.50	7	3.50	Own	Own	Don	AC	DR	Ele	56	32	52	1,2,3
6V-71T*	Tr,I	6-4.25x5.00	D	2	246	262-2100	......	175-1800	17.00	725-1800	VI	......	.98-.402	AT	4	2	1.50	4	4.50	Own	Own	Don	AC	DR	Ele	41	40	53	1,2
6V-92TA[3]	T	6-4.84x5.00	W	2	552	335-2100	......	......	17.00	957-1300	VI	......	1.30-.388	AT	4	2	1.50	4	4.50	Own	Own	......	AC	DR	Ele	38	38	48	1,2
6V-92TTA[3,4]	T	6-4.84x5.00	W	2	552	270-1950	......	......	17.00	957-1300	VI	......	1.30-.388	AT	4	2	1.50	4	4.50	Own	Own	Don	AC	DR	Ele	38	38	48	1,2
6V-92	Tr,I	6-4.84x5.00	W	2	552	270-2100	......	225-1800	19.00	737-1400	VI	......	1.30-.388	AT	4	2	1.50	4	4.50	Own	Own	......	AC	DR	Ele	41	39	47	1
6V-92T*	Tr,I	6-4.84x5.00	W	2	552	322-2100	......	225-2100	17.00	890-1400	VI	......	1.30-.388	AT	4	2	1.50	4	4.50	Own	Own	......	AC	DR	Ele	41	39	52	1
8V-71N	T,B	8-4.25x5.00	D	2	568	304-2100	......	......	18.70	818-1400	VI	......	.98-.402	AT	4	2	1.50	5	4.50	Own	Own	Don	AC	DR	Ele	47	38	48	1,2
8V-71N	Tr,I	8-4.25x5.00	D	2	568	304-2100	......	233-1800	18.70	800-1600	VI	......	.98-.402	AT	4	2	1.50	5	4.50	Own	Own	Don	AC	DR	Ele	47	39	51	½,1,2
8V-71TTA[3,4]	T	8-4.25x5.00	D	2	568	305-1950	......	......	17.00	1064-1200	VI	......	.98-.402	AT	4	2	1.50	5	4.50	Own	Own	Don	AC	DR	Ele	43	38	49	1,2
8V-71T*	Tr,I	8-4.25x5.00	D	2	568	350-2100	......	233-1800	17.00	965-1600	VI	......	.98-.402	AT	4	2	1.50	5	4.50	Own	Own	Don	AC	DR	Ele	50	40	53	½,1,2
8V-71TA[3]	T	8-4.25x5.00	D	2	568	370-2100	......	......	17.00	1064-1200	VI	......	.98-.402	AT	4	2	1.50	5	4.50	Own	Own	Don	AC	DR	Ele	47	38	49	1,2
8V-92	I	8-4.84x5.00	W	2	736	360-2100	......	300-1800	19.00	983-1400	VI	......	1.30-.388	AT	4	2	1.50	5	4.50	Own	Own	......	AC	DR	Ele	48	39	51	1
8V-92TTA[3,4]	T	8-4.84x5.00	W	2	736	365-1950	......	......	17.00	1242-1400	VI	......	1.30-.388	AT	4	2	1.50	4	4.50	Own	Own	Don	AC	DR	Ele	44	38	50	1
8V-92T*	I	8-4.84x5.00	W	2	736	430-2100	......	300-1800	17.00	1188-1400	VI	......	1.30-.388	AT	4	2	1.50	5	4.50	Own	Own	Don	AC	DR	Ele	48	39	52	1
8V-92TA[3]	T	8-4.84x5.00	W	2	736	435-2100	......	......	17.00	1242-1400	VI	......	1.30-.388	AT	4	2	1.50	4	4.50	Own	Own	Don	AC	DR	Ele	44	38	50	1
12V-71N	I	12-4.25x5.00	D	2	852	456-2100	......	350-1800	18.70	1200-1600	VI	......	.98-.402	AT	4	2	1.50	7	4.50	Own	Own	......	AC	DR	Ele	60	46	57	0,½,1
12V-71T*	I	12-4.25x5.00	D	2	852	525-2100	......	350-1800	17.00	1450-1600	VI	......	.98-.402	AT	4	2	1.50	7	4.50	Own	Own	......	AC	DR	Ele	70	46	55	0,½,1
12V-149	I	12-5.75x5.75	W	2	1792	800-1900	......	675-1800	17.00	2310-1500	VI	......	1.54-.514	CI	4	2	2.39	8	4.88	Own	Own	......	AC	DR	Ele	92	57	67	0
12V-149T*	I	12-5.75x5.75	W	2	1792	1050-1900	......	675-1800	17.00	3025-1500	VI	......	1.54-.514	CI	4	2	2.39	8	4.88	Own	Own	Don	AC	DR	Ele	91	63	69	0
12V-149TI*	I	12-5.75x5.75	W	2	1792	1350-1900	......	810-1800	16.00	3880-1600	VI	......	1.54-.514	CI	4	2	2.39	8	4.88	Own	Own	Don	AC	DR	Ele	91	64	67	0
16V-71N	I	16-4.25x5.00	D	2	1136	608-2100	......	466-1800	18.70	1600-1600	VI	......	.98-.402	AT	4	2	1.50	9	4.50	Own	Own	......	AC	DR	Ele	79	45	58	0,1
16V-71T*	I	16-4.25x5.00	D	2	1136	700-2100	......	466-1800	17.00	1930-1600	VI	......	.98-.402	AT	4	2	1.50	9	4.50	Own	Own	......	AC	DR	Ele	78	47	58	0.1
16V-92	I	16-4.84x5.00	W	2	1472	720-2100	......	600-1800	19.00	1966-1400	VI	......	1.30-.388	AT	4	2	1.50	9	4.50	Own	Own	......	AC	DR	Ele	79	44	58	0
16V-92T*	I	16-4.84x5.00	D	2	1472	860-2100	......	600-1800	17.00	2372-1400	VI	......	1.30-.388	AT	4	2	1.50	9	4.50	Own	Own	......	AC	DR	Ele	79	47	59	0
16V-92TA*	I	16-4.84x5.00	W	2	1472	880-2100	......	......	17.00	2408-1400	VI	......	1.30-.388	AT	4	2	1.50	8	4.50	Own	Own	......	AC	DR	Ele	79	47	59	0
16V-149	I	16-5.75x5.75	W	2	2389	1060-1900	......	900-1800	17.00	3080-1500	VI	......	1.54-.514	CI	4	2	2.39	8	4.88	Own	Own	......	AC	DR	Ele	108	54	68	0
16V-149T*	I	16-5.75x5.75	W	2	2389	1325-1900	......	900-1800	17.00	3880-1400	VI	......	1.54-.514	CI	4	2	2.39	8	4.88	Own	Own	......	AC	DR	Ele	109	64	72	0
16V-149TI*	I	16-5.75x5.75	W	2	2389	1600-1900	......	1080-1800	16.00	4595-1600	VI	......	1.54-.514	CI	4	2	2.39	8	4.88	Own	Own	......	AC	DR	Ele	104	64	66	0
6V-71N	B	6-4.25x5.00	D	2	426	190-2100	......	......	18.70	575-1000	VI	......	1.18-.402	AT	4	2	1.50	4	4.50	Own	Own	......	AC	DR	Ele	42	43	47	1,2
6-71T*	Tr,I	6-4.25x5.00	D	2	426	262-2100	......	175-1800	17.00	725-1600	VI	......	1.18-.402	AT	4	2	1.50	7	3.50	Own	Own	......	AC	DR	Ele	56	32	50	1,2,3
4-53T*	I	4-3.88x4.50	W	2	212	175-2500	......	......	18.70	420-1800	VI	......	.91-.402	AT	4	2	1.38	5	3.00	Own	Own	......	AC	DR	Ele	40	32	37	2,3,4
6-71TT*[4]	T	6-4.25x5.00	D	2	426	230-1950	......	......	17.00	853-1200	VI	......	1.18-.402	AT	4	2	1.50	7	3.50	Own	Own	......	AC	DR	Ele	56	32	32	1,2
6V-53T*	T	6-3.88x4.50	W	2	318	225-2600	......	......	18.70	550-1800	VI	......	.91-.402	Dir	4	2	1.50	4	3.50	Own	Own	......	AC	DR	Ele	39	37	41	2
8V-71N	B	8-4.25x5.00	D	2	568	270-2100	......	......	18.70	770-1200	VI	......	1.18-.386	IT	4	2	1.50	5	4.50	Own	Own	......	AC	DR	Ele	46	46	43	1,½
6-71T*	Tr,I	6-4.25x5.00	D	2	426	262-2100	......	175-1800	17.00	725-1600	VI	......	1.18-.386	IT	4	2	1.50	7	3.50	Own	Own	......	AC	DR	Ele	56	32	50	1,2
4-53T*	I	4-3.88x3.00	W	2	212	170-2500	......	......	18.70	402-1800	VI	......	.91-.402	Dir	4	2	1.38	5	3.00	Own	Own	......	AC	DR	Ele	40	32	37	2,3
3-53T*	I	3-3.88x3.00	W	2	159	131-2500	......	......	18.70	312-1600	VI	......	.91-.402	Dir	4	2	1.38	4	3.00	Own	Own	......	AC	DR	Ele	33	29	40	1,2,3
8.2	T	8-4.25x4.41	N	2	500	165-3000	......	......	18.30	350-1200	VI	......	.91-.402	AA	2	1	1.50	5	3.94	Own	Own	......	AC	DR	Ele	35	32	33	......
8.2T	T	8-4.25x4.41	N	2	500	205-3000	......	......	16.90	430-1700	VI	......	.91-.402	AA	2	1	1.50	5	3.94	Own	Own	......	AC	DR	Ele	35	32	33	......
Deutz F1L208D	......	1-3.15x3.23	......	......	25	7-3000	......	8-3600	......	15-25000	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	16 9/16	17⅝	23	......
F1L210D	......	1-3.74x3.74	......	......	41	13-3000	......	14-3000	......	28-1900	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	16 9/16	19 13/16	25 5/16	......
F1L511	......	1-3.94x4.13	......	......	50	15-3000	......	18-3000	......	32-2000	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	15½	20 11/16	26 7/16	......
F2L511	......	2-3.94x4.13	......	......	100	30-3000	......	35-3000	......	65-2000	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	20⅜	20 11/16	27 15/16	......
F2912	......	2-3.94x4.72	......	......	115	31-2300	......	38-3000	......	83-1600	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	23 15/16	22 15/16	30⅝	......
F2L912W	......	2-3.94x4.72	......	......	115	47-2300	......	31-2800	......	72-1700	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	23 15/16	22 15/16	30⅝	......
F3L912	......	3-3.94x4.72	......	......	172	58-2800	......	58-2800	......	1250-1600	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	27¾	26	33	......
F3L912W	......	3-3.94x4.72	......	......	172	39-2300	......	47-2800	......	107-1550	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	27¾	26	32	......
F4L912	......	4-3.94x4.72	......	......	230	63-2300	......	80-2800	......	169-1600	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	31⅞	26	31⅝	......
F4L912W	......	4-3.94x4.72	......	......	230	52-2300	......	63-2800	......	143-1550	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	31⅞	26	31⅝	......

1980 DIESEL ENGINES

	F5L912		5-3.94x4.72			287	79-2300		100-2800		212-1600																37 7/16	25 15/16	33	
	F5L912W		5-3.94x4.72			287	65-2300		79-2800		143-1550																37 7/16	25 15/16	33	
	BF6L913*		6-4.02x4.92			374	135-2300		160-2800		360-1650																45 1/8	28 1/8	36 1/4	
	F6L413		6-4.27x4.92			517	136-2300		163-2650		371-1600																39 5/8	40 7/8	35 3/4	
	F6L413F		6-4.72x4.92			584	152-2300		182-2650		540-1800																44 3/16	41 3/4	34 1/4	
	F6L413FW		6-4.92x5.12			584	131-2300		152-2500		390-1500																41 1/4	40 7/8	35 3/4	
	BF6L413F		6-4.92x5.12			584	194-2300		227-2650		432-1600																44 3/16	41 3/4	34 1/4	
	BA6M816*		6-5.59x6.30			927	306-1800		333-1800		489-1600																70 9/16	35 3/8	46 1/4	
	BA6M816[1]		6-5.59x6.30			927	421-1800		510-1800		679-1500																72 1/8	37 1/8	56 1/8	
	BA6M528[1]		6-8.66x11.02			3899	1060-1000		1165-1000		6018-1000																127 1/8	48 3/16	92 1/4	
	BV6M540[1]		6-14.57x15.75			15741	3300-630		3630-600		31249-600																249 13/16	87 13/16	150 13/16	
	F8L413		8-4.72x4.92			690	182-2300		217-2650		494-1600																39 5/8	40 7/8	35 3/4	
	F8L413F		8-4.92x5.12			779	204-2300		245-2650		576-1600																47 11/16	40 7/8	33 7/8	
	BF8L413FW		8-4.92x5.12			779	258-2300		302-2650		576-1600																47 13/16	40 7/8	33 7/8	
	BA8M816*		8-8.66x11.02			1236	408-1800		449-1800		630-1600																85 3/16	35 3/8	48 1/8	
	BA8M816[1]		8-5.90x6.30			1236	564-1800		680-1800		630-1600																70 5/16	35 3/8	46 1/4	
	BA8M528[1]		8-8.66x11.02			5198	1415-1000		1555-1000		8033-1000																153 9/16	48	92 1/4	
	BV8M540[1]		8-14.57x15.75			20988	4400-600		4840-600		41633-600																294 11/16	87 13/16	150 13/16	
	F10L413		10-4.72x4.92			973	227-2300		272-2650		617-1600																54 13/16	40 7/8	37 15/16	
	F10L413F		10-4.92x5.12			973	255-2300		305-2650		712-1600																55 9/16	40 7/8	37 15/16	
	BF10L413F*		10-4.92x5.12			973	24-2300		378-2650		901-1800																56 9/16	44	41 5/16	
	F12L413		12-4.72x4.92			1035	272-2300		326-2650		740-1600																62 1/16	40 7/8	37 15/16	
	F12L413F		12-4.92x5.12			1168	305-2300		365-2650		865-1600																62	40 7/8	37 15/16	
	F12L413FW		12-4.92x5.12			1168	262-2300		306-2500		617-1500																62 13/16	46 15/16	41 5/16	
	BF12413FW*		12-4.92x5.12			1168	310-2300		360-2500		919-1650																62	40 7/8	37 15/16	
	BA12M816*		12-4.92x5.12			1855	612-1800		666-1800		935-1600																76 13/16	63 3/16	52 15/16	
	BA12M816[1]		12-5.59x6.30			1855	843-1800		1020-1800		1357-1500																1951	1605	1345	
	BA12M528[1]		12-8.66x11.02			7797	2120-1000		2330-1000		12036-1000																173 1/16	66 1/8	83 3/8	
	12PA6V280[1]		12-11.02x11.42			13056	4200-1050		5280-1000		27281-1000																152 3/8	70 1/16	97 5/8	
	BV12M540		12-14.57x15.75			13581	6600-630		7260-600		62496-600																259 11/16	131 3/4	148 1/4	
	BA16M816*		16-5.59x6.30			2473	816-1800		897-1800		1260-1600																97 1/8	63 3/16	43 5/8	
	BA16M816[1]		16-5.59x6.30			2473	1128-1800		1360-1800		1818-1500																97 1/8	63 3/16	52 5/16	
	BA16M528[1]		16-8.66x11.02			10379	2830-1000		3110-1000		16060-1000																159 1/8	67 3/4	104	
	16PA6V280[1]		16-11.02x11.42			13057	5600-1050		7040-10000		36394-1000																189 3/8	70 1/16	97 5/8	
	BV16M540[1]		16-14.75x15.75			41977	8800-630		9680-600		83329-600																300 1/4	145 7/16	48 1/16	
	18A6V280[1]		18-11.02x11.42			19646	6300-1500		7920-1000		40904-1000																207 1/2	70 1/16	97 5/8	
Ford	158-D	Tr	3-4.20x3.80	N	4	158	36.5-2000	34.3-2000		17.30	98.5-1400	VI	1.65-.421	1.35-.417	Alu	3	1	1.50	4	3.37	CA		AM	CA	Luc	Ele	25 5/16	22 49/64	32 29/32	
	175-D	Tr	3-4.20x4.20	N	4	175	48-2000	45-2000		16.30	130-1400	VI	1.65-.421	1.35-.417	Alu	3	1	1.50	4	3.37	CA		AM	CA	Luc	Ele	25 5/16	22 49/64	32 29/32	
	183-D	Tr	3-4.20x4.20	N	4	183	52-2200	47.5-2000		16.30	132.5-1400	VI	1.65-.421	1.35-.417	Alu	3	1	1.50	4	3.37	CA		AM	CA	Luc	Ele	25 5/16	22 49/64	32 29/32	
	201-D	Tr	3-4.40x4.40	N	4	201	59.5-2200	46.5-2200		16.30	157.5-1400	VI	1.65-.421	1.35-.417	Alu	3	1	1.50	4	3.37	CA		AM	CA	Luc	Ele	25 5/16	22 49/64	32 29/32	
	233-D	Tr	4-4.20x4.20	N	4	233	69-2100	65-2100		16.30	185-1400	VI	1.65-.421	1.35-.417	Alu	3	1	1.50	5	3.37	CA		AM	CA	Luc	Ele	30 7/16	22 49/64	32 29/32	
	256-D	Tr	4-4.20x4.20	N	4	256	75.5-2100	72.5-2100		16.30	197-1400	VI	1.65-.421	1.35-.417	Alu	3	1	1.50	5	3.37	CA		AM	CA	Luc	Ele	30 7/16	22 49/64	40 11/16	
	256-D*	Tr	4-4.20x4.20	N	4	256	96.7-2100	91-2100		15.60	272-1600	VI	1.65-.421	1.35-.417	Alu	3	1	1.63	5	3.37	Sim		AM	CA	Luc	Ele	30 7/16	22 49/64	32 29/32	
	401-D	Tr	6-4.40x4.40	N	4	401	128-2300	123-2300		16.30	306-1400	VI	1.65-.421	1.35-.417	Alu	3	1	1.50	7	3.37	Sim		AM	CA	Luc	Ele	43 3/8	22 49/64	32 29/32	
	401-D	Tr	6-4.40x4.40	N	4	401	157-2200	1445-2200		15.60	396-1600	VI	1.65-.421	1.35-.417	Alu	3	1	1.63	7	3.37	Sim		Uni	CA	Luc	Ele	43 3/8	22 49/64	40 11/16	
	401-D	Tr	6-4.40x4.40	N	4	401	188.2-2200	175-2200		15.60	468-1600	VI	1.65-.421	1.35-.417	Alu	3	1	1.63	7	3.37	CA	CA	Don	CA	Luc	Ele	43 3/8	26 7/8	45 4/5	
	LEK752C	Tr	2-2.95x3.15	N	4	43.1	13-2600	12.5-2600		23.00	27-2000	VI			Alu	3	1	.98	2	2.68	ND	ND	NR	TK	Hit	Ele	20	16	23	
	LEK802D	Tr	2-3.15x3.15	N	4	49.1	16-2200	15.3-2200		23.00	31.7-2000	VI			Alu	3	1	.98	2	2.68	DK	DK	NR	TK	Hit	Ele	20	16	23	
	LET852C	Tr	2-3.35x3.94	N	4	69.2	20-2500	19.8-2500		21.00	43.7-2000	VI			Alu	3	1	1.26	2	2.68	DK	DK	ND	TK	Hit	Ele	21	20	26	
	LE892	Tr	2-3.54x3.94	N	4	77.7	25-2500	23.9-2500		21.00	52.5-2000	VI	1.57-.390	1.34-.390	Alu	3	1	1.26	2	2.68	DK	DK	ND	TK	Hit	Ele	21	20	26	
	LEM853	Tr	3-3.35x3.31	N	4	82.7	30-2800	28.7-2800		21.00	58.9-2200	VI	1.50-.390	1.26-.390	Alu	3	1	.98	4	2.68	DK	DK	ND	TK	Hit	Ele	26	20	27	
	YSD-424†	I	4-3.69x3.37	N	4	144		58-3600	53-3600	21.50	89-2251	VI			AA	3	1				Sim				Luc	Ele	27 1/2	26 1/2	29 4/5	3,4
	BSD-326†	I,T	3-4.20x3.80	N	4	158		42.5-2500	33-2200	16.50	99-1300	VI			AA	3	1	1.49	4		CA						27 1/10	23 9/10	32 9/10	3,4
	SSD-327†	I,T	3-4.06x4.33	D	4	168		51.7-2500	46.7-2500	17.00	118-1400	VI	-.394	-.394	AA	1	2	1.34	4		CA		Opt	CA	RB	Ele	28 1/5	22 17/20	33 1/20	3,4
	BSD-329†	I,T	3-4.20x4.20	N	4	175		44-2200	38-2200	16.50	118-1200	VI			AA	3	1	1.49	4		CA						27 7/10	23 9/10	32 9/10	3,4
	BSD-333†	I,T	3-4.40x4.40	N	4	201		60-2500	49-2200	16.50	152-1300	VI			AA	3	1	1.49	4		CA						27 7/10	23 9/10	32 9/10	3,4
	YSD-635†	I	6-3.70x3.40	N	4	216						VI			AA	3	1				Sim				Luc	Ele	36 1/4	26 3/4	29 9/10	3,4
	SSD-437†	I,T	4-4.06x4.33	D	4	224		70-2500	63-2500	17.00	165-1200	VI	-.394	-.394	AA	1	2	1.34	5		CA	Opt	CA	RB	RB	Ele	32 3/4	22 17/20	32 31/50	3,4
	DSD-442†	I	4-4.22x4.52	N	4	254		70-2500	60-2500	16.50	178-1500	VI	1.78-.409	1.54-.412	Alt	3	1	1.37	5	3.00	Sim	Sim	Opt	Sim	Luc	Ele	31 1/4	23 3/8	33	3,4
	BSD-422†	I,T	4-4.40x4.20	N	4	256		81-2500	64-2200	16.50	200-1300	VI			AA	3	1	1.49	5		Sim						32 3/8	24 7/10	32 9/10	3,4
	SSD-655†	I,T	6-4.06x4.33	D	4	335		107-2500	97-2500	17.00	235-1600	VI	-.394	-.394	AA	1	2	1.34	7		BR		Opt	CA	RB	Ele	42 9/10	23 1/4	34 1/8	3,4
	BSD-442*†	I,T	6-4.40x4.20	N	4	256		100-2500	80-2200	16.50	240-1800	VI							5		Sim									3,4
	DSD-659†	I	6-4.13x4.52	N	4	362		102-2500	86-2500	16.00	230-1600	VI	1.78-.409	1.54-.412	Alt	3	1	1.37	7	3.00	Sim	Sim	Opt	Sim	Luc	Ele	41 1/2	23 5/8	35 2/5	3,4
	DSD-660†	I	6-4.13x4.52	N	4	363		147-2400	125-2400	15.70	353-1800	VI	1.78-.409	1.54-.412	Alt	3	1	1.37	7	3.00	Sim	Sim	Opt	Sim	Luc	Ele	42 7/8	26 1/5	37 1/10	3,4
	DSD-662†	I	6-4.22x4.52	N	4	380		107-2500	91-2500	16.00	260-1500	VI	1.78-.409	1.54-.412	Alt	3	1	1.37	7	3.00	Sim	Sim	Opt	Sim	Luc	Ele	41 1/2	23 3/8	35 3/5	3,4
	BSD-663†	I	6-4.40x4.40	N	4	401		121-2500	95-2200	16.50	383-1400	VI			AA	3	1	1.49	7		Sim						46 1/20	28	33 7/10	3,4
	BSD-666†	I	6-4.40x4.40	N	4	401		153-2500	123-2200	16.50	374-1600	VI			AA	3	1		7								46 1/20	28	40 3/8	3,4
	SSD-[illegible]81†	I	6-4.53x5.12	W	4	495		143-2300	128-2300	17.00	352-1200	VI			AA	2	1	1.65	7		BR		Opt	CA	RB	Ele	51 1/20	26 1/5	34 7/20	3
International	D-179	Tr,I	3-3.88x5.06	W	4	179	55-2400			16.00	130-1600	VI	1.50-.433	1.38-.405	AA	2	1	1.47	4	3.15	RB	RB	Own	Own	DR	Ele	25 29/64	22	36 25/64	3
	D-239	Tr,I	4-3.88x5.06	W	4	239	76-2400			16.00	187.5-1500	VI	1.50-.433	1.38-.405	AA	2	1	1.47	5	3.15	RB	RB	Own	Own	DR	Ele	33 5/32	28 25/32	38	3
	DT239*	Tr,I	4-3.88x5.06	W	4	239	88-2500			16.00	223.5-1600	VI	1.50-.433	1.38-.405	AA	2	1	1.47	5	3.15	RB	RB	Own	Own	DR	Ele	33 5/32	28 27/32	44 1/32	3
	D-358	Tr,I	6-3.88x5.06	W	4	358	127-3000			16.00	2[illegible]0-1600	VI	1.50-.433	1.38-.405	AA	2	1	1.47	7	3.15	RB	RB	Own	Own	DR	Ele	43 31/64	29 3/4	37 7/8	3
	DT-358*	Tr,I	6-3.88x5.06	W	4	358	135-2500			16.00	351-1600	VI	1.50-.433	1.38-.405	AA	2	1	1.47	7	3.15	RB	RB	Own	Own	DR	Ele	43 31/64	29 3/4	39 7/8	3
	D-414	Tr,I	6-4.30x4.75	W	4	414	128-2500			16.00	310-1800	VI	1.71-.482	1.38-.483	AA	2	1	1.63	7	3.38	AB	AB	Own	Own	DR	Ele	46 1/8	27 3/8	32 57/64	
	DT-414B*	Tr,I	6-4.30x4.75	W	4	414	165-2500			16.00	425-1800	VI	1.71-.482	1.35-.483	AA	2	1	1.63	7	3.38	AB	AB	Own	Own	DR	Ele	47 11/16	32 3/32	46 5/16	3
	D-436	Tr	6-4.30x5.00	W	4	436	135-2500			16.00	318-1800	VI	1.71-.482	1.35-.483	AA	2	1	1.63	7	3.38	AB	AB	Own	Own	DR	Ele	46 21/32	25 1/2	37 1/2	
	DT-436B*	Tr	6-4.30x5.00	W	4	436	190-2500			16.00	455-1750	VI	1.71-.482	1.35-.483	AA	2	1	1.63	7	3.38	AB	AB	Own	Own	DR	Ele	46 21/32	25 1/2	46 23/64	2
	D-466	Tr,I	6-4.30x5.35	W	4	466	138-2600			15.80	335-1600	VI	1.71-.482	1.35-.483	AA	2	1	1.63	7	3.38	AB	AB	Own	Own	DR	Ele	46 21/32	25 1/2	37 1/2	
	DT-466B*	T,B,I,Tr	6-4.30x5.35	W	4	466	180-2600			16.30	464-1800	VI	1.71-.482	1.35-.483	AA	2	1	1.63	7	3.38	AB	AB	Own	Own	DR	Ele	47 3/64	25 1/2	46 23/64	2
	DTI-466B[1]	T,B,I,Tr	6-4.30x5.35	W	4	466	210-2600			16.30	534-1900	VI	1.71-.482	1.35-.483	AA	2	1	1.63	7	3.38	AB	AB	Own	Own	DR	Ele	47 3/64	25 1/2	46 23/64	2,1
	DT-817C*	Tr	6-5.38x6.00	W	4	617	320-2100			15.10	927-1450	VI	1.53-.493	1.35-.483	AA	2	1	2.25	7	4.50	RB	RB	Own	Own	DR	Ele	60 7/8	41 1/2	60	1

For References and Abbreviations, see Page 139

1980 DIESEL ENGINES

1980 DIESEL ENGINES FOR TRUCK, BUS, TRACTOR, INDUSTRIAL USE

ENGINE MAKE AND MODEL	GENERAL										VALVES			PISTON				MAIN BEARINGS		INJECTION SYSTEM				STARTING METHOD		OVERALL DIMENSIONS			
						With Bare Engine	With Standard Accessories																						
	Designed for	Number of Cylinders Bore and Stroke (In.)	Cylinder Liners—Type	Cycle	Piston Displacement (Cu. In.)	Maximum Brake Hp. at Specified R.P.M.	Max. Intermittent Hp. at Specified R.P.M.	Continuous Sustained Hp. at Specified R.P.M.	Compression Ratio to 1	Max. Torque in Lb. Ft. at Specified R.P.M.	Arrangement	Intake Port Diameter and Lift (In.)	Exhaust Port Diameter and Lift (In.)	Material	No. of Compression Rings	No. of Oil Rings	Piston Pin Diameter (In.)	Number	Diameter (In.)	Make of Pump	Make of Valve	Air Cleaner—Make	Fuel Filter—Make	Make	Type	Length—Fan to Flywheel (In.)	Width (In.)	Height—To Top of Air Cleaner (In.)	Clutch Housing (S. A. E. Numbers)
International—cont'd																													
DTI-817C'	Tr	6-5.38x6.00	W	4	817	420-2200			15.10	1210-1500	VI	1.53-.493	1.53-.496	AA	2	1	2.25	7	4.50	RB	RB	Own	Own	DR	Ele	61 21/32	46	60 7/16	1
V-800*	T,Tr	8-5.31x5.00	W	4	798	350-2600			15.60	820-1800	VI	1.50-.399	1.26-.410	AA	2	1	2.00	5	3.75	RB	Own	Own	Own	DR	Ele	47 9/32	37 41/64	52 3/64	1
9LD	T,B,I	8-4.51x4.31	N	4	551	180-2800			19.10	401-1200	VI	1.78-.463	1.46-.473	AA	2	1	1.50	5	3.12	RB	AB	Own	Own	DR	Ele	38 3/20	34¼	40 17/20	2
9LD	Ma	8-4.51x4.31	N	4	551	225-3200			19.10		VI	1.78-.463	1.46-.473	AA	2	1	1.50	5	3.12	RB	AB		Own	DR	Ele				
Lister LT-1	I	1-3.25x3.00	N	4	24.9	8.8-3600	7.8-3600	7.0-3600	22.00	15.04-1500	VI			AA	2	2	1.11	2	2.25	Bry		Wix	AC	DR	ME	15¾	15¼	19	5
ST-1A	I	1-3.75x3.50	N	4	38.7	12.5-2600	11.7-3000	10.5-3000	15.70	23.50-1800	VI			AA	3	2	1.11	2	2.62	Bry		Uni	CA	DR	ME	21⅞	22	28¼	5
ST-2A	I	2-3.75x3.50	N	4	77.4	25.0-2600	23.4-3000	21.0-3000	15.70	46.90-1800	VI			AA	3	2	1.11	3	2.62	Bry		Uni	CA	DR	ME	27⅛	22	29½	4,5
ST-3A	I	3-3.75x3.50	N	4	115	37.5-2600	35.1-3000	31.5-3000	15.70	70.30-1800	VI			AA	3	2	1.11	4	2.62	Bry		Uni	CA	DR	ME	32⅛	23¼	32	4,5
HR-2A	I	2-4.25x4.50	N	4	128	36.8-2200	32.9-2200	29.5-2200	15.00	82.80-1500	VI			AA	3	2	1.56	2	3.40	Bry		Uni	CA	DR	Ele	23¾	26	36	4
HR-3A	I	3-4.25x4.50	N	4	192	55.0-2200	49.3-2200	44.3-2200	15.00	124.2-1500	VI			AA	3	2	1.56	4	3.40	Bry		Uni	CA	DR	ME	29¼	26	36	4
HR-4A	I	4-4.25x4.50	N	4	255	72.0-2200	65.8-2200	59.0-2200	15.00	165.6-1500	VI			AA	3	2	1.56	5	3.40	Sim		Own	CA	DR	AE	39⅞	27¾	39½	2,1
HR-6A	I	6-4.25x4.50	N	4	383	111-2200	98.7-2200	88.5-2200	15.00	249-1500	VI			AA	3	2	1.56	7	3.40	Sim		Own	CA	DR	AE	50⅞	27¾	39½	2,1
HRS-6A	I	6-4.25x4.50	N	4	383		114-2000	102-2000	14.00	308-1500	VI			AA	3	2	1.56	7	3.40	Sim		Own	CA	DR	AE	50⅞	28½	41½	2,1
JA-6A	I	6-5.00x5.50	N	4	648	173-2000	154-2000	138-2000	14.50	421.4-1500	VI			AA	3	2	1.80	7	4.00	Bry		C	CA	DR	AE	59½	30⅛	41	1
JAS-6A	I	6-5.00x5.50	N	4	648		173-1800	155-1800	13.00	540-1500	VI			AA	3	2	1.80	7	4.00	Bry		C	CA	DR	AE	67⅜	31⅛	43¼	1
Mack E4-210	Tr,T	6-4.53x4.92	W	4	475	210-2400	194-2400		15.50	510-1500	VI	1.77-.500	1.46-.500	AA	3	1	1.81	7	3.35	RB									
E6-200	Tr,T	6-4.88x6.00	D	4	672	200-2100	188-2100		14.99	600-1500	VI	2.05-.560	1.69-.560	AA	3	1	2.00	7	4.00	RB									
EM6-237(R)	Tr,T	6-4.88x6.00	D	4	672	237-1800	228-1800		14.99	906-1200	VI	2.05-.560	1.69-.560	AA	2	1	2.00	7	4.00	AB-RB									
E6-250	Tr,T	6-4.88x6.00	D	4	672	250-2100	240-2100		14.99	750-1500	VI	2.05-.560	1.69-.560	AA	3	1	2.00	7	4.00	AB-RB									
EM6-285(R)	Tr,T	6-4.88x6.00	D	4	672	285-1800	272-1800		14.99	1080-1200	VI	2.05-.560	1.69-.560	AA	3	1	2.00	7	4.00	AB-RB									
E6-315	Tr,T	6-4.88x6.00	D	4	672	315-1900	300-1900		14.99	1450-1050	VI	2.05-.560	1.69-.560	AA	3	1	2.00	7	4.00	RB									
E6-350(R)	Tr,T	6-4.88x6.00	D	4	672	350-1950	330-1950		14.99	1131-1400	VI	2.05-.560	1.69-.560	AA	3	1	2.00	7	4.00	AB									
EM9-400(R)	Tr,T	8-5.38x5.50	W	4	998	400-1700	385-1700		17.00	1520-1230	VI	1.56-.473	-.474	AA	2	1	2.12	5	4.50	AB									
Mercedes Benz OM636	T,I	4-2.95x3.94	D	4	108	43-3500	40-3000	36-3000	19.00	75-2200	VI	1.26-.337	1.44-.337	Alu	3	2	.87	3	2.17	B-R	B-R	M-H	B-R	B-R	Ele	28 37/64	21 55/64	31 37/64	
OM314	T,B,Tr,I	4-3.81x5.03	N	4	231	80-2800	68-2600	62-2600	17.00	169.5-1900	VI	1.45-.450	1.10-.450	AA	3	1	1.41	5	3.46	B-R	B-R	M-H	B-R	B-R	Ele	35 15/34	23 15/32	37 9/32	
OM352	T,B,Tr,I	6-3.81x5.03	N	4	346	120-2800	105-2600	95-2600	17.00	245-2000	VI	1.45-.450	1.10-.450	AA	3	1	1.41	7	3.46	B-R	B-R	M-H	B-R	B-R	Ele	43 19/32	26 13/32	37 23/32	
OM352A*	T,B,Tr,I	6-3.81x5.03	N	4	346	145-2800	125-2600	115-2600	16.00	306-1800	VI	1.45-.450	1.10-.450	AA	2	1	1.41	7	3.46	B-R	B-R	M-H	B-R	B-R	Ele	43 19/32	27¾	36⅝	
Murphy 680T*	Ma,I	4-6.00x6.00	W	4	680			209-1800	15.50	710-1200	VI	1.88-.446	1.88-.446	CI	2	1	2.13	5	5.00	Own	Own	Opt	Own	DR	Ele	56	34	53	0
AU680	Ma,I	4-6.00x6.00	W	4	680			144-1800	16.00	480-1100	VI	1.88-.446	1.88-.486	CI	3	1	2.13	5	5.00	Own	Own	Opt	Own	DR	Ele	56	30	52	0
AU680CT'	Ma,I	4-6.00x6.00	W	4	680			249-1800	15.50	840-1100	VI	1.88-.480	1.88-.486	CI	3	1	2.13	5	5.00	Own	Own	Opt	Own	DR	Ele	56	34	53	0
D232-V6	Tr,Ma	6-4.72x5.12	W	4	538	170-2500	144-2300	130-2300	16.50	396-1500	VI	1.80-.460	1.80-.460	AA	3	1	1.77	4	3.93	RB	RB	Don	Own	RB	Ele	40	37		1
TD232-V6*	Tr,I	6-4.72x5.12	W	4	538	230-2500	189-2300	170-2300	16.50	520-1500	VI	1.80-.460	1.80-.460	AA	3	1	1.77	4	3.93	RB	RB	Don	Own	RB	Ele	40	37		1
MP-20	Ma,I	6-5.50x6.50	W	4	927		165-1200	147-1200	16.00	788-600	VI	1.37-.500	1.37-.500	CI	4	2	2.12	7	3.98	Own	Own	Don	Own	DR	Ele	75 1/16	37	60½	0
MP-21	Ma,I	6-5.75x6.50	W	4	1013		185-1200	160-1200	16.00	893-600	VI	1.62-.500	1.62-.500	CI	4	2	2.12	7	4.00	Own	Own	Don	Own	DR	Ele	76⅛	37	60½	0
MP-21T*	Ma,I	6-5.75x6.50	W	4	1013		285-1200	244-1200	16.00	135-950	VI	1.62-.515	1.62-.520	CI	4	2	2.12	7	4.00	Own	Own	Don	Own	DR	Ele	77 9/16	41	66	0
MP-221T*	Ma,I	6-5.75x6.50	W	4	1013		310-1400	265-1400	16.00	1251-1100	VI	1.62-.515	1.62-.520	CI	4	2	2.12	7	4.00	Own	Own	Don	Own	DR	Ele	77 9/16	41	66	0
MP-22	Ma,I	6-6.00x6.50	W	4	1103		200-1200	176-1200	16.00	936-600	VI	1.62-.500	1.62-.500	CI	4	2	2.12	7	4.00	Own	Own	Don	Own	DR	Ele	76⅛	37	77¼	0
MP-22T*	Ma,I	6-6.00x6.50	W	4	1103		310-1200	265-1200	16.00	1440-1000	VI	1.62-.515	1.62-.520	CI	4	2	2.12	7	4.00	Own	Own	Don	Own	DR	Ele	77 9/16	41	66	0
MP-222T*	Ma,I	6-6.00x6.50	W	4	1103		335-1400	290-1400	16.00	1322-1200	VI	1.62-.515	1.62-.520	CI	4	2	2.12	7	4.00	Own	Own	Don	Own	DR	Ele	77 9/16	41	66	0
MP-24	Ma,I	6-6.65x6.50	W	4	1245		225-1200	200-1200	16.00	1086-600	VI	1.62-.500	1.62-.500	CI	4	2	2.12	7	4.00	Own	Own	Don	Own	DR	Ele	76⅛	37	64¼	0
MP-24T*	Ma,I	6-6.65x6.50	W	4	1245		350-1200	300-1200	16.00	1734-800				CI	4	2	2.12	7	4.00	Own	Own	Don	Own	DR	Ele	77 9/16	41	66	0
MP-224T*	Ma,I	6-6.65x6.50	W	4	1245		370-1400	325-1400	16.00	1555-1000	VI	1.62-.515	1.62-.520	CI	4	2	2.12	7	4.00	Own	Own	Don	Own	DR	Ele	77 9/16	41	66	0
D232-V8	Tr,I	8-4.72x5.12	W	4	717	230-2500	189-2300	170-2300	16.50	528-1500	VI	1.80-.460	1.80-.460	AA	3	1	1.77	5	3.93	RB	RB	Don	Own	RB	Ele	47	37		1
TD232-V8*	Tr,I	8-4.72x5.12	W	4	717	305-2500	256-2300	232-2300	16.50	694-1500	VI	1.80-.460	1.80-.460	AA	3	1	1.77	5	3.93	RB	RB	Don	Own	RB	Ele	47	37		1
AU1360	Ma,I	8-6.00x6.00	W		1360			286-1800	16.00	1000-1100	VI	1.88-.446	1.88-.486	CI	3	1	2.13	5	5.00	Own	Own	Opt	Own	DR	Ele	60	47	51	0
AU1360T*	Ma,I	8-6.00x6.00	W	4	1360			416-1800	15.50	1400-1200	VI	1.88-.446	1.88-.486	CI	3	1	2.13	5	5.00	Own	Own	Opt	Own	DR	Ele	60	47	54	0
AU1360CT*	Ma,I	8-6.00x6.00	W	4	1360			510-1800	15.50	1680-1200	VI	1.88-.446	1.88-.486	CI	3	1	2.13	5	5.00	Own	Own	Opt	Own	DR	Ele	60	47	54	0
D232-V12	Tr,I	12-4.72x5.12	W	4	1076	345-2500	291-2300	263-2300	16.50	792-1500	VI	1.80-.460	1.80-.460	AA	3	1	1.77	7	3.93	RB	RB	Don	Own	RB	Ele	62	39		0
TD232-V12*	Tr,I	12-4.72x5.12	W	4	1076	445-2500	389-2300	352-2300	16.50	1041-1500	VI	1.80-.460	1.80-.460	AA	3	1	1.77	7	3.93	RB	RB	Don	Own	RB	Ele	62	39		1
TCD232-V12'	Tr,I	12-4.72x5.12	W	4	1076	500-2300	469-2300	425-2300	14.60	1236-1500	VI	1.80-.460	1.80-.460	AA	3	1	1.77	7	3.93	RB	RB	Don	Own	RB	Ele	65	39		1
LKS	Tr,Ma,I	1-3.34x3.93	N	4	35	13-3000	11-3000	11-3000	17.50	23-1600	VI			AA	2	1		2		RB	RB	M-H		FB	Ele	14	19⅗	27⅖	3
D302-1	Tr,Ma,I	1-3.74x4.13	N	4	46	16-3000	14-3000	13-3000	17.50	29-1800	VI			AA	3	1		2		CA	CA	M-H		FB	Ele	16	20⅓	28⅖	3
D302-2	Tr,Ma,I	2-3.74x4.13	N	4	91	32-3000	28-3000	26-3000	17.50	57-1900	VI			AA	3	1		2		CA	CA	M-H		FB	Ele	21½	17⅓	36⅝	4
D327-2	Tr,Ma,I	2-3.94x4.72	N	4	115	37-3000	33-2600	30-2600	18.00	75-1800	VI			AA	3	1	1.26	3	2.56	RB	RB			RB	Ele	23⅓	22	33	3
D327-3	Tr,Ma,I	3-3.94x4.72	N	4	173	55-3000	49-2600	45-2600	18.00	116-1500	VI			AA	3	1	1.26	4	2.56	RB	RB			RB	Ele	28⅕	21⅗	34⅕	3
D327-4	Tr,Ma,I	4-3.94x4.72	N	4	230	74-3000	66-2600	61-2600	18.00	151-1800	VI			AA	3	1	1.26	5	2.56	RB	RB			RB	Ele	34	23⅗	35⅗	3

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	D327-6	Tr,Ma,I	6-3.94x4.72	N	4	345	112-3000	101-2600	91-2600	19.00	230-1800	VI	....	....	AA	3	1	1.26	7	2.56	RB	RB	....	....	RB	Ele	44	25	37⅞	3
	D202-2	Tr,Ma,I	2-3.74x4.13	W	4	91	32-3000	28-3000	26-3000	17.50	57-1900	VI	....	....	AA	3	1	....	2	....	RB	RB	....	....	RB	Ele	24½	22	29⅝	4
	D225-2	Tr,Ma,I	2-3.74x4.72	W	4	103	33-2800	31-2500	28-2500	18.50	66-2000	VI	....	....	AA	3	1	1.26	3	2.56	RB	RB	....	....	RB	Ele	24⅝	20½	30	3
	D225-3	Tr,Ma,I	3-3.74x4.72	W	4	155	50-2800	47-2500	42-2500	18.00	102-1900	VI	....	....	AA	3	1	1.26	4	2.56	RB	RB	....	....	RB	Ele	29⅝	20½	31	3
	D225-4	Tr,Ma,I	4-3.74x4.72	W	4	207	68-2800	62-2500	57-2500	18.00	135-1500	VI	....	....	AA	3	1	1.26	5	2.56	RB	RB	....	....	RB	Ele	34⅛	21⅛	31	3
	D225-6	Tr,Ma,I	6-3.74x4.72	W	4	311	102-2800	95-2500	66-2500	18.00	202-2000	VI	....	....	AA	3	1	1.26	7	2.56	RB	RB	....	....	RB	Ele	46⅛	21⅛	32½	3
	TD225-6	Tr,Ma,I	6-4.13x4.72	D	4	381	150-2500	143-2500	127-2500	17.00	385-1500	VI	....	....	AA	3	1	1.26	7	2.56	RB	RB	....	....	RB	Ele	46⅛	21⅛	32½	3
	D302-3	Tr,Ma,I	3-3.74x4.13	D	4	136	48-3000	48-3000	39-3000	17.50	....	VI	....	....	AA	2	1	....	4	....	....	....	M-H	....	RB	Ele	26	17	24	....
Onan	DJA	I	1-3.25x3.63	N	4	30	....	7.2-2400	5.8-2400	9.00	18-1800	VI	1.16-.330	1.16-.330	AA	3	1	.990	2	2.25	AB	AB	Don	Fra	PR	Ele	18¼	19	25½	....
	DJBA	I	2-3.25x3.63	N	4	60	....	14.6-2400	11.7-2400	19.00	35-1800	VI	1.16-.330	1.16-.330	AA	3	1	.990	2	2.25	AB	AB	Don	Fra	PR	Ele	23¼	18	25½	....
	RDJE	I	2-3.50x3.63	N	4	70	20-2400	18-2400	16.0-2400	19.00	43.7-2400	VI	....	....	....	..	..	....	3	....	AB	YAB	Don	Fra	PR	Ele	20	18½	29	....
	DJC	I	4-3.25x3.63	N	4	120	....	27.5-2400	22.0-2400	19.00	70-1800	VI	1.16-.330	1.16-.330	AA	3	1	.999	3	2.25	AB	AB	Don	Fra	PR	Ele	34⅜	19½	25½	....
	RDJF	I	4-3.50x3.63	N	4	140	40.8-2400	36-2400	32-2400	19.00	87.5-2400	VI	....	....	....	..	..	....	3	2.25	AB	YAB	Don	Fra	PR	Ele	31	18½	29	....
Perkins	D3-152	Tr,I	3-3.60x5.00	D	4	153	49-2500	44-2500	36-2250	18.50	120-1400	VI	1.41-.350	1.19-.350	AA	3	2	1.25	4	2.75	CA	N	Var	AC	DR	[illegible]	27	23 9/16	29 11/64	1,2,3
	4-108R	Re	4-3.13x3.50	D	4	107	42-3000	41-3000	36-3000	22.50	78-2000	VI	1.24-.390	1.02-.390	AA	3	2	1.06	3	2.25	CA	N	Var	PA	DR	Ele	26½	20 29/32	25¾	4
	4-108	Tr,I	4-3.13x3.50	D	4	107	46-3000	44-3000	38-3000	22.50	85-1850	VI	1.24-.390	1.02-.390	AA	3	2	1.06	3	2.25	CA	N	Var	AC	DR	Ele	26¾	21 19/32	24 11/64	4
	4-154	Tr,I	4-3.50x4.00	D	4	154	65-3000	61-3000	57-3000	21.50	119-2100	VI	1.45-.400	1.25-.400	AA	3	2	1.25	5	2.75	CA	N	Var	CA	DR	Ele	28½	28 11/32	....	3,4
	4-165	T,Tr,I	4-3.63x4.00	D	4	165	70-3600	64-3600	57-3000	21.00	113-2000	VI	....	....	AA	3	2	1.25	5	2.75	DK	DK	Var	BR	Luc	Ele	28½	23⅛	28 11/32	4
	4-203	Tr,I	4-3.60x5.00	D	4	204	54-2400	54-2400	48-2250	17.40	153-1300	VI	1.41-.350	1.19-.350	AA	3	2	1.25	5	2.75	CA	N	Var	AC	DR	Ele	30 9/16	20 7/16	29⅝	1,2,3
	4-236	Tr,I	4-3.88x5.00	D	4	236	77-2500	77-2500	65-2250	16.00	198-1400	VI	1.58-....	1.25-....	AA	3	2	1.38	5	3.00	CA	N	Var	AC	DR	Ele	31¾	22⅛	31¼	1,2,3
	6-354	Tr,I	6-3.88x5.00	D	4	354	107-2400	107-2400	90-....	16.00	288-1400	VI	1.58-.427	1.25-.427	AA	3	2	1.38	7	3.00	CA	N	Var	CA	DR	Ele	41 11/16	25	30 27/32	1,2,3
	T6-354	T,Tr,I	6-3.88x5.00	D	4	354	144-2600	144-2600	130-2250	16.00	365-1700	VI	....	....	AA	3	1	1.38	7	3.00	CA	CA	Var	CA	DR	Ele	41 11/16	25	30 27/32	1,2,3
	V8-540	T,Tr,I	8-4.25x4.75	D	4	540	168-2600	168-2600	154-2250	16.50	410-1600	VI	....	....	AA	3	1	1.75	5	4.00	CA	CA	Var	CA	DR	Ele	34	32½	37⅞	2,3
	V8-640	T,Tr,I	8-4.63x4.75	D	4	640	208-2600	208-2600	182-2250	15.85	485-1600	VI	....	....	AA	3	2	....	5	....	CA	CA	Var	CA	DR	Ele	35⅛	32¾	38⅝	2,3
	TV8-640	T,Tr,I	8-4.63x4.75	D	4	640	240-2600	240-2600	224-2250	15.50	590-1700	VI	....	....	AA	3	2	....	5	....	CA	CA	Var	CA	DR	Ele	35⅛	32¾	38⅝	2,3
Volkswagen	068.2	....	4-3.01x3.15	N	4	89.8	51.8-4000	57.5-5000	51.8-4000	23.50	51.3-5000	VI	....	....	ALS	2	1	....	5	2.12	RB	RB	Own	Opt	RB	Ele	19⅝	28 9/64	24⅓	4
Waukesha Engine Div. Dresser Industries																														
	VRD155	Tr,I	4-3.63x3.75	W	4	155	....	39-2400BE	....	....	96-2000	VI	....	....	AA	..	..	....	3	....	RM	....	....	RM	....	Ele	30⅝	21⅝	29½	4
	VRD283	Tr,I	6-3.88x4.00	W	4	283	....	68-2200BE	....	....	179-1600	VI	....	....	AA	..	..	....	7	....	RM	....	....	RM	....	Ele	42½	22⅝	31⅝	3
	VRD310	Tr,I	6-3.88x4.38	W	4	310	....	96-2400BE	....	....	223-1600	VI	....	....	AA	..	..	....	7	....	RM	....	....	RM	....	Ele	42½	22⅝	31⅝	3
	*VRD310S	Tr,I	6-3.88x4.38	W	4	310	....	123-2400BE	....	....	287-1700	VI	....	....	AA	..	..	....	7	....	RM	....	....	RM	....	Ele	42½	22⅝	31⅝	3
	VRD220	Tr,I	4-3.88x4.67	W	4	220	....	69-2600	....	....	155-1800	VI	....	....	AA	..	..	....	5	....	RM	....	....	RM	....	Ele	31⅞	23½	31⅞	3
	*VRD220S	Tr,I	4-3.88x4.67	W	4	220	....	90-2600	....	....	200-1700	VI	....	....	AA	..	..	....	5	....	RM	....	....	RM	....	Ele	31⅞	23½	36½	3
	VRD330	Tr,I	6-3.88x4.67	W	4	330	....	105-2600	....	....	231-1800	VI	....	....	AA	..	..	....	7	....	RM	....	....	RM	....	Ele	41½	23½	31⅞	3
	*VRD330S	Tr,I	6-3.88x4.67	W	4	330	....	135-2600	....	....	300-1800	VI	....	....	AA	..	..	....	7	....	RM	....	....	RM	....	Ele	41½	23½	36½	3
	F476D	Tr,I	6-4.53x4.92	W	4	475	....	152-2400BE	....	....	424-1400	VI	....	....	AA	..	..	....	7	....	RM	....	....	RM	....	Ele	50⅝	27 11/16	39⅝	....
	F476DS	Tr,I	6-4.53x4.92	W	4	475	....	205-2400	....	....	510-1400	VI	....	....	AA	..	..	....	7	....	RM	....	....	RM	....	Ele	50⅝	27 11/16	42½	....
	F674D	Tr,I	6-5.00x5.71	W	4	673	....	209-2200	....	....	565-1400	VI	....	....	AA	..	..	....	7	....	RM	....	....	RM	....	Ele	57½	28 9/16	45 41/64	....
	*F674DS	Tr,I	6-5.00x5.71	W	4	673	....	282-2200	....	....	798-1400	VI	....	....	AA	..	..	....	7	....	RM	....	....	RM	....	Ele	57½	28 9/16	45 41/64	....
	H867DS	Tr,I	8-5.00x5.51	W	4	866	....	390-2200	....	....	1100-1400	VI	....	....	AA	..	..	....	5	....	RM	....	....	RM	....	Ele	[illegible]	42⅛	39⅛	....
White	D2000	I	4-3.75x4.50	N	4	198	70-2600	58-2400	51-2400	17.50	158-2400	VI	1.44-.369	1.25-.369	AA	2	1	1.25	5	2.88	RM	CA	Opt	Opt	DPL	Ele	32 1/16	24	33 9/16	2,3,4
	D2300	I	4-4.00x4.50	N	4	226	75-2600	64-2600	56-2600	17.50	182-1400	VI	1.44-.369	1.25-.369	AA	2	1	1.25	5	2.88	RM	CA	Opt	Opt	DPL	Ele	32 1/64	24 1/64	33 21/64	2,3,4
	D3400	I	6-4.00x4.50	N	4	339	115-2600	98-2600	83-2400	17.50	274-1400	VI	1.44-.369	1.25-.369	AA	2	1	1.25	7	2.88	RM	CA	Opt	Opt	DPL	Ele	41 43/64	23¼	34 21/64	2,3,4
	D-4800	T,Tr,I	6-4.56x4.88	D	4	478	150-2400	128-2400	113-2400	18.00	370-1800	VI	1.70-.470	1.56-.470	AB	2	1	1.62	7	3.62	RM	....	Opt	AD	DR	Ele	48 7/64	26 7/32	43⅞	1,2
	D-4800T	T,Tr,I	6-4.56x4.88	D	4	478	180-2400	153-2400	135-2400	18.00	475-1600	VI	1.70-.470	1.56-.470	AB	2	1	1.62	7	3.62	BR	....	Opt	AD	DR	Ele	48 7/64	26 7/32	43⅞	1,2
	D-4800T	I	6-4.56x4.88	D	4	478	180-1800	164-1800	149-1800	18.00	525-1800	VI	1.70-.470	1.56-.470	AA	2	1	1.62	7	3.62	RM	....	N	AD	DR	Ele	48 7/64	26 7/32	43⅞	1,2
	D-4800TA	T,Tr,I	6-4.56x4.88	D	4	478	220-2400	187-2400	176-2400	18.00	566-1600	VI	1.70-.471	1.70-.470	AA	2	1	1.62	7	3.62	RM	AB	Opt	RM	DR	Ele	48⅝	26⅞	40½	1,2
	D-4800TA	I	6-4.56x4.88	D	4	478	220-1800	204-1800	186-1800	18.00	....	VI	1.70-.471	1.70-.470	AA	2	1	1.62	7	3.62	RM	AB	Opt	RM	DR	Ele	48⅝	26⅞	40½	1,2
	D-2300T	I	4-4.00x4.50	N	4	226	95-2400	81-2400	71-2400	16.00	220-2000	VI	1.44-.369	1.25-.369	AA	2	1	1.20	5	3.07	S	CA	Opt	Opt	DR	Ele	32 1/16	24	34½	....
	D-3400T	I	6-4.00x4.50	N	4	339	142-2400	121-2400	106-2400	16.00	328-2000	VI	1.44-.369	1.25-.369	AA	2	1	1.20	7	3.07	S	CA	Opt	Opt	PR	AE	41 1/16	23¼	38	....
White Farm	2-50	Tr	3-3.94x4.33	D	4	158	....	....	46-2500	17.00	....	VI	1.57-.394	1.30-.394	....	2	1	1.25	4	3.17	CA	....	FI	CA	RB	Ele	....	....	....	....
	2-60	Tr	4-3.94x4.33	D	4	211	....	....	59-2400	17.00	....	VI	1.57-.394	1.30-.394	....	2	1	1.25	5	3.17	CA	....	FI	CA	RB	Ele	....	....	....	....
	2-70	Tr	6-3.88x4.00	W	4	283	....	....	70-2200	16.50	....	VI	1.25-.405	1.25-.405	Alu	2	1	1.25	7	2.82	RM	RM	Don	RM	DR	Ele	....	....	....	....
	2-85	Tr	6-3.88x5.00	D	4	354	....	....	85-2200	16.00	....	VI	1.58-.426	1.25-.426	AA	3	2	1.38	7	3.16	CA	....	....	CA	DR	Ele	....	....	....	....
	2-105	Tr	6-3.88x5.00	D	4	354	....	....	105-2200	16.00	....	VI	1.58-.426	1.25-.426	AA	3	1	1.50	7	3.16	CA	....	....	CA	DR	Ele	....	....	....	....
	2-135	Tr	6-4.56x4.88	D	4	478	....	....	135-2200	17.00	....	VI	1.70-.471	1.56-.472	Alu	2	1	1.63	7	3.94	RM	RB	Don	RM	DR	Ele	....	....	....	....
	2-155	Tr	6-4.56x4.88	D	4	478	....	....	155-2200	17.00	....	VI	1.70-.471	1.56-.472	Alu	2	1	1.63	7	3.94	RM	RM	Don	RM	DR	Ele	....	....	....	....
	3208	Tr	8-4.50x5.00	N	4	636	....	....	....	16.40	....	VI	1.31-.405	1.33-.405	Alu	1	1	1.50	5	3.50	Cat	....	....	....	DR	Ele	....	....	....	....
	3ADI	Tr	3-3.39x3.39	N	4	91	....	....	27-2600	20.00	....	VI	....	1.25-.369	AA	3	1	....	4	....	DK	DK	....	DK	....	Ele	....	....	....	....
	3ABI	Tr	3-3.39x4.02	N	4	108	....	....	31-2400	20.00	....	VI	....	1.25-.369	AA	3	1	....	4	....	DK	DK	....	DK	....	Ele	....	....	....	....
	4BAI	Tr	4-3.86x3.62	D	4	169	....	....	43-2250	19.00	....	VI	....	....	AA	2	1	....	5	....	DK	DK	....	DK	....	Ele	....	....	....	....
	4BBI	Tr	4-4.02x4.33	D	4	219	....	....	....	17.50	....	VI	....	....	AA	2	1	....	5	....	DK	DK	....	DK	....	Ele	....	....	....	....

ABBREVIATIONS
*—Turbocharged
**—Designed for use in California
†—Horsepower ratings are bare engine only
[1]—Turbocharged and intercooled
[2]—Turbocharged and aftercooled
[4]—Other horsepower ratings available
A—Air
AA—Aluminum Alloy
AB—American Bosch

AC—AC Spark Plug Co.
AD—AC and Donaldson
AE—Air or Electric
AEH—Air, Electric, or Hydraulic
ALT—Aluminum Alloy, Tin Plated
Alu—Aluminum
Als—Aluminum with Steel Strut
AM—Air Maze Corp.
ASC—Aluminum with Steel Cap
AT—Arma Steel Tin Plated

B—Buses
BR—Bosch or Roosa
Bry—Bryce
C—Cooper
CA—C.A.V.
Cat—Caterpillar
CI—Cast Iron
D—Dry Liner
DI—Delco or Ingersoll-Rand
DK—Diesel Kiki

DN—Delco and Nippon Denso
DI—Ductible Iron
DO—Donaldson or Optional
Don—Donaldson Co.
DPL—Delco-Remy, Prestolite, or Leece-Neville
DR—Delco-Remy
DRS—Delco-Remy and Schwiter
DSB—Delco-Remy, Simms or Bosch
Ele—Electric
FB—Femsa-Bosch

FD—Farr and Donaldson
FG—Fleetguard
Fi—Fiat
FP—Fram or Purolator
Fra—Fram Corp.
Hit—Hitachi
I—Industrial
IR—Ingersall-Rand
IT—Malleable Iron Tin Plated Skirt

Luc—Lucas
Ma—Marine
ME—Manual or Electric
MH—Mann and Hammel
Mit—Mitsubishi
N—No or None
NA—Not Available
ND—Nippon Denso
NR—Nippon Rokki
Opt—Optional

PA—Purolator or AC
PR—Prestolite
Pur—Purolator Products Inc.
RB—Robert Bosch
Re—Refrigeration
RM—Roosa Masters
S—Stanadyne
Sim—Simms
SR—Stanadyne-Roosa Master
SRM—Simms and Roosa Master

T—Trucks
Tr—Tractors
TK—Tairogiken
Uni—United Air Cleaner Div.
YAB—Yan Mar/American Bosch
Var—Various
VI—Vertically In-Head
V4—4 Valves
W—Wet liners

1980 SMALL GASOLINE ENGINES

FOR GENERATOR, CHAIN SAW, PUMP, ETC., USES

MAKE AND MODEL	Designed for Use	Number of Cycles	ENGINE										Governor Type	Ignition System Type	FUEL SYSTEM		Fuel Used	Starting Method
			Type	No. of Cylinders	Bore and Stroke (In.)	Total Displacement (Cu. In.)	Compression Ratio (to —1)	Valve Location	Horsepower		Torque—Lb. Ft. at RPM	Weight (Lb.)			Type	Make		
									Rated at RPM	Continuous at RPM								
Briggs and Stratton 60100	GP	4	Hor	1	2.38x1.50	6.65	5.40	L	2.00-3600	1.70-3600	3.14-3000	22¼	Pn	Mag	SC	Own	G	RcR
80200	GP	4	Hor	1	2.38x1.75	7.75	6.20	L	3.00-3600	2.53-3600	4.62-3100	24	MA	Mag	PC	Own	G	RcR
80300	GP	4	Hor	1	2.38x1.75	7.75	6.20	L	3.00-3600	2.53-3600	4.61-3100	25¼	MA	Mag	FC	Own	G	RcR
92500	GP	4	Ver	1	2.56x1.75	9.02	6.20	L	3.00-3600	2.50-3600	4.75-2900	19½	Pn	Mag	SC	Own	G	RrE
92900	GP	4	Ver	1	2.56x1.75	9.02	6.20	L	3.50-3600	3.00-3600	5.20-3100	19¾	Pn	Mag	PC	Own	G	RrE
100200	GP	4	Hor	1	2.50x2.13	10.43	6.20	L	4.00-3600	3.40-3600	5.90-3100	29½	Me	Mag	PC	Own	G	RcR
111200	GP	4	Hor	1	2.78x1.88	11.39	6.10	L	4.00-3600	3.40-3600	6.12-2600	24¾	Pn	Mag	PC	Own	G	RcR
110908	GP	4	Ver	1	2.78x1.88	11.39	6.10	L	4.00-3600	3.40-3600	6.12-2600	21	Pn	Mag	PC	Own	G	RrE
111900	GP	4	Ver	1	2.78x1.88	11.39	6.10	L	4.00-3600	3.40-3600	6.12-2600	24¾	Pn	Mag	PC	Own	G	RC
130900	GP	4	Ver	1	2.56x2.44	12.57	6.20	L	5.00-3600	4.20-3600	7.60-3000	30¼	Me	Mag	PC	Own	G	RrE
130200	GP	4	Hor	1	2.56x2.44	12.57	6.20	L	5.00-3600	4.20-3600	7.60-3000	29¼	Me	Mag	PC	Own	G	RrE
170400	GP	4	Hor	1	3.00x2.38	16.59	6.20	L	7.00-3600	5.95-3600	10.95-2700	44	Me	Mag	FC	Own	G	RrE
170700	GP	4	Ver	1	3.00x2.38	16.59	6.20	L	7.00-3600	5.95-3600	10.90-2700	43	Me	Mag	FC	Own	G	RrE
190700	GP	4	Ver	1	3.00x2.75	19.44	6.10	L	8.00-3600	6.80-3600	12.70-2500	43½	Me	Mag	FC	Own	G	RrE
191700	GP	4	Ver	1	3.00x2.75	19.44	6.10	L	8.00-3600	6.80-3600	12.70-2500	48½	Me	Mag	FC	Own	G	RrE
190400	GP	4	Hor	1	3.00x2.75	19.44	6.10	L	8.00-3600	6.80-3600	12.70-2500	44½	Me	Mag	FC	Own	G	RrE
220430	GP	4	Hor	1	3.44x2.38	22.04	6.80	L	10.00-3600	8.40-3600	16.80-2400	62	Me	Mag	FC	Own	G	RrE
220700	GP	4	Ver	1	3.44x2.38	22.04	6.80	L	10.00-3600	8.40-3600	16.80-2400	55	Me	Mag	FC	Own	G	RcE
233400	GP	4	Hor	1	3.00x3.25	22.94	5.90	L	9.00-3600	7.65-3500	15.75-2300	91¼	Me	Mag	FC	Own	G	RcR
243430	GP	4	Hor	1	3.06x3.25	23.94	5.90	L	10.00-3600	8.45-3600	16.70-2500	96	Me	Mag	FC	Own	G	RrE
252410	GP	4	Hor	1	3.44x2.63	24.36	6.80	L	11.00-3600	9.60-3600	16.82-2800	63¼	Me	Mag	FC	Own	G	RrE
252700	GP	4	Ver	1	3.44x2.63	24.36	6.80	L	11.00-3600	9.60-3600	16.82-2800	59¼	Me	Mag	FC	Own	G	RE
253417	IE	4	Hor	1	3.44x2.63	24.36	6.80	L	11.00-3600	9.60-3600	16.82-2800	68½	Me	Mag	FC	Own	G	Ele
326430	GP	4	Hor	1	3.56x3.25	32.40	6.30	L	16.00-3600	13.60-3600	25.80-2700	106½	Me	Mag	FC	Own	G	RrE
401707 (Ducted)	GP, IE	4	Ver	2	3.44x2.16	40.00	6.20	L	16.00-3600	13.60-3600	25.80-2700	91½	Me	Mag	FC	Own	G	Ele
401417 (Ducted)	GP, IE	4	Hor	2	3.44x2.16	40.00	6.20	L	16.00-3600	13.60-3600	25.80-2700	91½	Me	Mag	FC	Own	G	RE
401417	GP	4	Hor	2	3.44x2.16	40.00	6.20	L	16.00-3600	13.60-3600	25.80-2700	81½	Me	Mag	FC	Own	G	RE
401431	GP	4	Hor	2	3.44x2.16	40.00	6.20	L	16.00-3600	13.60-3600	25.80-2700	81½	Me	Mag	FC	Own	G	RE
94500	GP	4	Ver	1	2.56x1.75	9.02	6.20	L	3.00-3600	2.50-3600	4.75-2900	20¼	......	Mag	SC	Own	G	RcE
94900	GP	4	Ver	1	2.56x1.75	9.02	6.20	L	3.50-3600	3.00-3600	5.20-2900	20¾	......	Mag	PC	Own	G	RcE
131400	GP, In	4	Hor	1	2.56x2.44	12.57	6.20	L	5.00-3600	4.20-3600	7.60-3000	31¾	......	Mag	FC	Own	G	RcR
421400	GP	4	Hor	2	3.44x2.26	42.33	6.20	L	18.00-3600	15.20-3600	27.80-2700	83	......	Mag	FC	Own	G	RE
421417 (Ducted)	GP, IE	4	Hor	2	3.44x2.28	42.33	6.20	L	18.00-3600	15.20-3600	27.80-2700	93	......	Mag	FC	Own	G	RE
421727 (Ducted)	GP, IE	4	Ver	2	3.44x2.28	42.33	6.20	L	18.00-3600	15.20-3600	27.80-2700	93	......	Mag	FC	Own	G	Ele
Chrysler 580 Ser	EC, GK, BC	2	H-V	1	2.06x1.75	5.80	5.75	RV	4.00-5500	4.00-5500	4.20-5500	13½	N	Mag	Car	Till	G	Hc
610 Ser	CS, EDA, GK, Pu, Veh	2	H-V	1	2.19x1.63	6.10	8.50	RV	6.00-6500	6.00-6500	5.50-4500	14	N	Mag	Car	Till	G	Hc
700 Ser	EC, GK, CS	2	H-V	1	2.25x1.75	7.00	7.12	RV	5.50-4500	5.50-4500	5.50-4500	13½	N	Mag	Car	Till	G	Hc
820 Ser	EDA, GK, Pu, Mc, Veh	2	H-V	1	2.53x1.63	8.20	6.10	RV	8.00-7000	8.00-7000	7.00-5000	13½	N	Mag	Car	Till	G	Hc
Clinton 500	GP	2	Hor	1	2.13x1.63	5.76	......	......	3.00-3800	2.30-3800	3.80-3400	16½	Pn	Mag	Car	......	G	Rc
501	GP	2	Ver	1	2.13x1.63	5.76	......	......	3.00-3800	2.30-3800	3.80-3400	21½	Pn	Mag	Car	......	G	Rc
400	GP	4	Hor	1	2.38x1.63	7.20	5.90	......	3.00-3600	2.50-3600	4.90-3000	20	Pn	Mag	Car	......	G	Rc
401	GP	4	Ver	1	2.38x1.63	7.20	5.90	......	3.00-3600	2.10-3600	3.90-3000	24	Pn	Mag	Car	......	G	Rc
404	GP	4	Hor	1	2.50x1.88	8.30	6.10	......	3.50-3600	2.76-3600	5.20-2800	22½	Pn	Mag	Car	......	G	Rc
407	GP	4	Ver	1	2.33x1.88	8.30	5.50	......	3.50-3600	2.98-3600	5.30-3000	32	Pn	Mag	Car	......	G	Rc
492	GP	4	Hor	1	2.38x1.88	8.30	5.50	......	4.00-4000	3.40-4000	5.90-2600	40	Ce	Mag	Car	......	G	RcR
494	GP	4	Hor	1	2.38x1.88	8.30	5.50	......	3.50-3600	2.98-3600	5.90-2300	39	Ce	Mag	Car	......	G	Rc
415	GP	4	Ver	1	2.33x1.88	8.30	5.90	......	3.50-3600	2.98-3600	5.30-2800	22½	Pn	Mag	Car	......	G	Rc
502	GP	2	Hor	1	2.50x1.75	8.59	6.00	RV	7.00-6000	7.00-6000	6.10-6000	22½	Pn	Mag	Car	......	G	RcR
503	GP	2	Ver	1	2.50x1.75	8.59	6.00	RV	7.00-6000	....	6.10-6000	23	Pn	Mag	Car	......	G	RcR
410	GP	4	Hor	1	2.50x1.88	9.20	6.00	......	4.00-3600	2.76-3600	5.47-2800	24½	Pn	Mag	Car	......	G	Rc
419	GP	4	Ver	1	2.50x1.88	9.20	6.10	......	4.00-3600	3.20-3600	6.00-2800	22½	Pn	Mag	Car	......	G	Rc
498	GP	4	Hor	1	2.94x2.13	10.20	5.50	......	4.50-3600	3.83-3600	7.30-2600	43	Ce	Mag	Car	......	G	Rc
499	GP	4	Ver	1	2.94x2.13	10.20	5.50	......	4.50-3600	3.83-3600	7.30-2600	42	Pn	Mag	Car	......	G	Rc
412	GP	4	Hor	1	2.81x2.50	15.50	......	......	......-3600	6.00-3600	8.70-2900	65	Ce	Mag	Car	......	G	Rc
414	GP	4	Hor	1	2.81x2.50	16.30	......	......	7.50-3600	......-3600	....	109	Ce	Mag	Car	......	G	R
418	GP	4	Hor	1	3.00x2.63	18.60	......	......	8.00-3600	......-3600	....	110	Ce	Mag	Car	......	G	R
420	GP	4	Hor	1	3.13x3.25	25.00	5.50	......	9.60-3600	8.45-3600	17.00-2400	103	Ce	Mag	Car	......	G	R
422	GP	4	Hor	1	3.13x3.25	25.00	5.50	......	10.30-3600	8.45-3600	17.00-2400	103	Ce	Mag	Car	......	G	R
Cuyuna (Scorpion) 2F-295	Rec. Veh.	2	......	2	2.19x2.36	17.70	11.10	......	26.00-6750	....	20.00-6250	62	......	Mag	Car	Wal	GO	RrE
2F-340	Rec. Veh.	2	......	2	2.36x2.36	20.69	11.10	......	30.00-7000	....	23.00-6250	62	......	BI	Car	Mik	GO	RrE
2F-400	Rec. Veh.	2	......	2	2.56x2.36	24.29	11.10	......	36.00-6750	....	29.00-6250	62	......	Mag	Car	Wal	GO	RrE
2F-440	Rec. Veh.	2	......	2	2.66x2.36	26.12	11.10	......	40.00-7000	....	30.50-6250	62	......	BI	Car	Mik	GO	RrE
Deco-Grand DE-2	GP	4	Hor	1	2.13x2.00	7.10	6.10	L	2.60-3600	2.20-3600	4.50-3000	36	M-P	Mag	Car	C-W	G,K,LPG	RcR
DE-2R[1]	GP	4	Hor	1	2.13x2.00	7.10	6.10	L	2.60-600	2.20-600	27.00-500	41	M-P	Mag	Car	C-W	G,K,LPG	RcR
DE-8	GP	4	Hor	1	2.25x2.00	7.96	6.65	L	2.85-3600	2.50-3600	4.80-3000	41	Me	Mag	Car	C-W	GO	RcR
DE-3	GP	4	Hor	1	2.31x2.00	8.40	6.10	L	3.50-3600	3.00-3600	5.50-2800	36	M-P	Mag	Car	C-W	G,K,LPG	RcR
DE-3R[1]	GP	4	Hor	1	2.31x2.00	8.40	6.10	L	3.50-600	3.00-600	33.00-470	41	M-P	Mag	Car	C-W	G,K,LPG	RcR
DE-4	GP	4	Hor	1	2.63x2.00	10.82	5.75	L	4.25-3600	3.70-3600	6.70-3000	38	M-P	Mag	Car	C-W	G,K,LPG	RcR
DE-4R[1]	Gp	4	Hor	1	2.63x2.00	10.82	5.75	L	4.25-600	3.70-600	4.20-500	43	M-P	Mag	Car	C-W	G,K,LPG	RcR
DE-5	GP	4	Hor	1	2.75x2.00	11.87	6.20	L	5.00-3600	4.30-3600	7.80-2800	38	M-P	Mag	Car	C-W	G,K,LPG	RcR
DE-5R[1]	GP	4	Hor	1	2.75x2.00	11.87	6.20	L	5.00-600	4.30-600	46.80-470	43	M-P	Mag	Car	C-W	G,K,LPG	RcR
Homelite XL	CS	2	Hor	1	1.31x1.19	1.60	8.00	RV	....	....	....	7¼	N	BI	Car	T-W	GO	RR
XL2	CS	2	Hor	1	1.31x1.19	1.60	8.00	RV	....	....	....	7¼	N	BI	Car	T-W	GO	RR
Super 2	CS	2	Hor	1	1.44x1.19	1.90	6.80	RV	....	....	....	......	N	BI	Car	T-W	GO	RR
VI Super 2	CS	2	Hor	1	1.44x1.19	1.90	6.80	RV	....	....	....	9	N	BI	Car	T-W	G	RR
Super EZ	CS	2	Hor	1	1.56x1.31	2.50	8.10	RV	....	....	....	9¼	N	BI	Car	Wal	GO	RR
150 Auto	CS	2	Hor	1	1.56x1.38	2.60	6.20	T-P	....	....	....	9¼	N	Mag	Car	T-W	GO	RR
XL-12	CS	2	Hor	1	1.75x1.38	3.30	7.70	RV	....	....	....	13¼	N	BI	Car	T-W	GO	RR
XLBC4	BC	2	Hor	1	1.75x1.38	3.30	......	RV	....	....	....	28	Av	Mag	Car	T-W	GO	RR
XLS1½-4	Pu	2	Hor	1	1.75x1.38	3.30	......	RV	....	....	....	15	Av	Mag	Car	Till	GO	RR
360 Auto	CS	2	Hor	1	1.75x1.44	3.50	7.50	T-P	....	....	....	13¼	N	BI	Car	Wal	GO	RR
Super XL Auto	CS	2	Hor	1	1.81x1.38	3.60	7.70	RV	....	....	....	14	N	BI	Car	T-W	GO	RR
Super WIZ 66	CS	2	Ver	1	2.00x1.50	4.70	......	RV	....	....	....	22¾	Av	Mag	Car	Till	GO	RR
C72	CS	2	Hor	1	2.00x1.56	4.90	......	RV	....	....	....	19¼	N	Mag	Car	Till	GO	RR
Super XL925	CS	2	Hor	1	2.06x1.50	5.00	7.60	RV	....	....	....	17	Car	BI	Car	Till	GO	RR
XLS2-1A	Pu	2	Hor	1	2.06x1.50	5.00	......	RV	....	....	....	......	Av	Mag	Car	Till	GO	RR
XL98A	MPS	2	Hor	1	2.06x1.50	5.00	8.20	RV	....	....	....	24	Car	BI	Car	Till	GO	RR
ST100	ST	2	Hor	1	1.31x1.19	1.60	8.00	RV	....	....	....	7¼	N	BI	Car	Wal	GO	RR
750	CS	2	Hor	1	2.25x1.72	6.80	7.25	T-P	....	....	....	23¼	N	Mag	Car	Wal	GO	RR
550	CS	2	Hor	1	2.00x1.63	5.10	7.20	T-P	....	....	....	17¾	N	Mag	Car	Wal	GO	RR
DM50	MPS	2	Hor	1	1.88x1.63	4.50	7.50	T-P	....	....	....	17	BI	Mag	Car	Wal	GO	RR

1980 SMALL GASOLINE ENGINES

FOR GENERATOR, CHAIN SAW, PUMP, ETC., USES

MAKE AND MODEL	Designed for Use	Number of Cycles	ENGINE										Governor Type	Ignition System Type	FUEL SYSTEM		Fuel Used	Starting Method
									Horsepower									
			Type	No. of Cylinders	Bore and Stroke (In.)	Total Displacement (Cu. In.)	Compression Ratio (to —1)	Valve Location	Rated at RPM	Continuous at RPM	Torque—Lb. Ft. at RPM	Weight (Lb.)			Type	Make		
Jacobsen J-501	LM, SB	2	H-V	1	2.13x1.75	6.20	5.50	RV	......	......	......	22	MA	MB	Car	Wal	GO	RrE
Kohler K91	GP	4	Hor	1	2.38x2.00	8.86	6.50	L	4.00-4000	3.40-4000	5.75-2700	41	Fb	BM	Car	Own	G,LPG,NG	RrE
K141	GP	4	Hor	1	2.94x2.50	16.90	6.30	L	6.25-3600	5.10-3600	11.00-2300	67	Fw	BM	Car	Till	G,LPG,NG,K	RrE
K161	GP	4	Hor	1	2.94x2.50	16.90	6.30	L	7.00-3600	5.95-3600	11.25-2400	67	Fw	BM	Car	Own	G,LPG,NG,K	RrE
K181	GP	4	Hor	1	2.94x2.75	18.60	6.80	L	8.00-3600	6.40-3600	13.60-2200	67	Fw	BM	Car	Own	G,LPG,NG	RrE
K241	GP	4	Hor	1	3.25x2.88	23.90	6.20	L	10.00-3600	8.50-3600	16.70-2300	116	Fw	BM	Car	Own	G,LPG,NG	RrE
K301	GP	4	Hor	1	3.38x3.25	29.01	6.60	L	12.00-3600	10.20-3600	22.10-2200	116	Fw	BM	Car	Own	G,LPG,NG	RrE
K321	GP	4	Hor	1	3.50x3.25	31.27	7.00	L	14.00-3600	11.80-3600	23.50-2200	119	Fw	BM	Car	Own	G,LPG,NG	RrE
K341	GP	4	Hor	1	3.75x3.25	35.90	6.60	L	16.00-3600	13.60-3600	28.00-2500	123	Fw	BM	Car	Own	G,LPG,NG	RrE
K532	GP	4	Hop	2	3.38x3.00	53.70	7.00	L	20.00-3600	17.00-3600	37.20-2200	180	Fw	BM	Car	Own	G,LPG,NG	Ele
K582	GP	4	Hop	2	3.50x3.00	57.70	......	L	23.00-3600	18.40-3600	39.90-2200	180	Fw	BM	Car	Own	G,LPG	Ele
KT20	In	4	Hop	2	3.31x3.06	52.80	6.50	L	20.00-3600	16.00-3600	36.80-2000	110	......	BM	Car	Own	G	Ele
KT17	In	4	Hop	2	3.13x2.75	42.18	6.70	L	17.00-3600	13.60-3600	27.50-2400	102	......	BM	Car	Own	G	Ele
K361QS	In	4	Hor	1	3.75x3.25	35.89	8.35	I	18.00-3600	14.40-3600	32.80-2200	124	......	BM	Car	Own	G	Ele
McCulloch MAC 110	CS	2	Hor	1	......	1.80	......	......	......	......	......	8½	......	Mag	Car	......	G	RR
Power MAC 300	CS	2	Hor	1	......	2.10	......	......	......	......	......	8	......	Mag	Car	......	G	RR
PRO MAC 510	CS	2	Hor	1	......	2.30	......	......	......	......	......	10½	......	Mag	Car	......	G	RR
PRO MAC 600	CS	2	Hor	1	......	3.70	......	......	......	......	......	14	......	Mag	Car	......	G	RR
PRO MAC 700	CS	2	Hor	1	......	4.30	......	......	......	......	......	14½	......	Mag	Car	......	G	RR
PRO MAC 850	CS	2	Hor	1	......	5.00	......	......	......	......	......	17¼	......	Mag	Car	......	G	RR
PRO MAC 1000	CS	2	Hor	1	......	6.00	......	......	......	......	......	20	......	Mag	Car	......	G	RR
Onan AK	GS	4	Ver	1	2.50x2.50	12.30	5.50	L	3.76-3600	2.82-3600	5.80-3600	74	Fb	Mag	Car	Wal	G	R
AJ	GS	4	Ver	1	2.75x2.50	14.90	6.25	L	5.50-3600	3.86-3600	8.00-2100	150	Fb	Mag	Car	Wal	G,NG,LPG	Re
B43M	GP	4	Hop	2	3.25x2.63	43.40	6.00	L	16.00-3600	13.25-3600	27.30-2400	98	Fb	BM	Car	......	G	Ele
B48M	GP	4	Hop	2	3.25x2.88	47.70	6.60	L	18.00-3600	14.50-3600	30.70-2400	100	Fb	BM	Car	......	G	Ele
B48G	GP	4	Hop	2	3.25x2.87	47.70	6.90	L	19.90-3600	15.90-3600	32.60-2600	106	......	BM	Car	......	G	Ele
CCK	[illegible]	4	OP	2	3.25x3.00	49.80	5.50	L	13.30-3000	10.30-3000	30.00-1800	148	Fb	BM	Car	MS	G,NG,LPG	Re
CCKA	[illegible]	4	OP	2	3.25x3.00	49.80	7.00	L	16.50-3600	11.60-3600	30.00-2400	148	Fb	BM	Car	MS	G,NG,LPG	R
RCCK	GP	4	OP	2	3.25x3.00	49.80	7.00	L	19.50-3900	15.50-3600	33.90-2300	160	Fb	BM	Car	......	G	Ele
CCKB	GP	4	OP	2	3.25x3.00	49.80	7.00	L	20.00-3900	13.70-3600	31.00-2600	152	Fb	BM	Car	Zen	G,NG,LPG	Re
N52M	GP	4	Hop	2	3.56x2.63	52.50	6.50	L	19.90-3600	16.00-3600	33.30-2700	124	Fb	BM	Car	......	G	Ele
NHB	GP	4	OP	2	3.56x3.00	60.00	7.00	L	20.00-3300	15.00-3300	36.00-2350	156	Fb	BM	Car	Zen	G	Ele
NHC	GP	4	OP	2	3.56x3.00	60.00	7.00	L	25.00-3600	17.50-3600	40.50-2400	112	Fb	BM	Car	Zen	G,NG,LPG	Re
Tecumseh AH520-1600	GP	2	Hor	1	2.09x1.50	5.20	......	T-P	......	......	......	11½	Av	Mag	Car	Own	GO	Rc
AV520-642	OM	2	Ver	1	2.09x1.50	5.20	......	RV	......	......	......	13¼	......	Mag	Car	Own	GO	Rc
AV520-670	GP	2	Ver	1	2.09x1.50	5.20	......	RV	......	......	......	12	Av	Mag	Car	Own	GO	Rc
AV600-643	OM	2	Ver	1	2.09x1.75	6.00	......	RV	......	......	......	13¼	......	Mag	Car	Own	GO	Rc
AV600-660	GP	2	Ver	1	2.09x1.75	6.00	......	RV	......	......	......	12	Av	Mag	Car	Own	GO	Rc
H30	GP, IN, LM, TIL, GS, Pu	4	Hor	1	2.31x1.84	7.75	6.31	L	3.00-3600	2.40-3600	4.40-3000	25	Me	Mag	Car	Own	G	Rc
TVS75	LM	4	Ver	1	2.31x1.84	7.75	6.31	L	......	......	......	18½	Me	Mag	Car	Own	G	Rc
H35	GP, IN, LM, TIL, GS, Pu	4	Hor	1	2.50x1.84	9.05	7.24	L	3.50-3600	2.80-3600	5.25-3100	25	Me	Mag	Car	Own	G	Rc
HMB35	Rec. Veh.	4	Hor	1	2.50x1.84	9.05	7.24	L	3.50-3600	2.80-3600	5.25-3100	26	Me	Mag	Car	Own	G	Rc
HSK35	SB	4	Hor	1	2.50x1.84	9.05	7.24	L	3.50-3600	2.80-3600	5.25-3100	26	Me	Mag	Car	Own	G	Rc
LAV35-1A	GP, IN, LM, TIL, GS	4	Ver	1	2.50x1.84	9.05	7.24	L	3.50-3600	2.80-3600	5.25-3100	23	Me	Mag	Car	Own	G	Rc
TVS90	LM	4	Ver	1	2.50x1.84	9.05	7.24	L	......	......	......	18½	Me	Mag	Car	Own	G	Rc
HS40	GP, IN, LM, TIL, GS, Pu	4	Hor	1	2.63x1.94	10.49	8.13	L	4.00-3600	3.20-3600	6.50-2600	27	Me	Mag	Car	Own	G	Rc
HSMB40	Rec. Veh.	4	Hor	1	2.63x1.94	10.49	8.13	L	4.00-3600	3.20-3600	6.50-2600	27	Me	Mag	Car	Own	G	Rc
HSSK40	SB	4	Hor	1	2.63x1.94	10.49	8.13	L	4.00-3600	3.20-3600	6.50-2600	28	Me	Mag	Car	Own	G	Rc
LAV40-1A	GP, IN, LM, TIL, GS	4	Ver	1	2.63x1.94	10.49	8.13	L	4.00-3600	3.20-3600	6.50-2600	23	Me	Mag	Car	Own	G	Rc
TVS105	LM	4	Ver	1	2.63x1.94	10.49	8.13	L	......	......	......	18½	Me	Mag	Car	Own	G	Rc
H50	GP, IN, LM, TIL, GS, Pu	4	Hor	1	2.63x2.25	12.18	5.67	L	5.00-3600	4.00-3600	7.90-2800	39	Me	Mag	Car	Own	G	Rc
HH50	GP, IN, LM, TIL, GS, Pu	4	Hor	1	2.63x2.25	12.18	5.67	L	5.00-3600	4.00-3600	7.90-2800	60	Me	Mag	Car	Own	G	Rc
HSK50	SB	4	Hor	1	2.63x2.25	12.18	5.67	L	5.00-3600	4.00-3600	7.90-2800	41½	Me	Mag	Car	Own	G	Rc
V50	GP, IN, LM, TIL, GS, Pu	4	Ver	1	2.63x2.25	12.18	5.67	L	5.00-3600	4.00-3600	7.90-2800	35	Me	Mag	Car	Own	G	Rc
H60	GP, IN, LM, TIL, GS, Pu	4	Hor	1	2.63x2.50	13.53	6.19	L	6.00-3600	4.80-3600	9.25-2600	39	Me	Mag	Car	Own	G	Rc
HH60	GP, IN, LM, TIL, GS, Pu	4	Hor	1	2.63x2.50	13.53	6.19	L	6.00-3600	4.80-3600	9.25-2600	60	Me	Mag	Car	Own	G	Rc
HSK60	SB	4	Hor	1	2.63x2.50	13.53	6.19	L	6.00-3600	4.80-3600	9.25-2600	41½	Me	Mag	Car	Own	G	Rc
V60	GP, IN, LM, TIL, GS, GT	4	Ver	1	2.63x2.50	13.53	6.19	L	6.00-3600	4.80-3600	9.25-2600	35	Me	Mag	Car	Own	G	Rc
HH70	GP, IN, LM, TIL, GS, Pu	4	Hor	1	2.75x2.53	15.04	6.76	L	7.00-3600	5.60-3600	11.20-2500	60	Me	Mag	Car	Own	G	Rc
HM70	GP, IN, LM, TIL, GS, Pu	4	Hor	1	2.94x2.53	17.16	6.45	L	7.00-3600	5.60-3600	11.20-2500	46	Me	Mag	Car	Own	G	Rc
HMSK70	SB	4	Hor	1	2.94x2.53	17.16	6.45	L	7.00-3600	5.60-3600	11.20-2500	48½	Me	Mag	Car	Own	G	Rc
VM70	GP, IN, LM, TIL, GS, GT	4	Ver	1	2.94x2.53	17.16	6.45	L	7.00-3600	5.60-3600	11.20-2500	41	Me	Mag	Car	Own	G	Rc
HM80	GP, IN, LM, TIL, GS, Pu	4	Hor	1	3.13x2.53	19.41	7.07	L	8.00-3600	6.40-3600	12.40-2900	46	Me	Mag	Car	Own	G	Rc
HMSK80	SB	4	Hor	1	3.13x2.53	19.41	7.07	L	8.00-3600	6.40-3600	12.40-2900	48½	Me	Mag	Car	Own	G	Rc
HMRV80	Rec. Veh.	4	Hor	1	3.13x2.53	19.41	7.07	L	8.00-3600	6.40-3500	12.40-2900	45	Me	Mag	Car	Own	G	Rc
VM80	GP, IN, LM, TIL, GS, GT	4	Ver	1	3.13x2.53	19.41	7.07	L	8.00-3600	6.40-3600	12.40-2900	41	Me	Mag	Car	Own	G	Rc
HM100	GP, IN, LM, TIL, GS, Pu	4	Hor	1	3.19x2.53	20.20	7.32	L	10.00-3600	8.00-3600	15.40-2800	46	Me	Mag	Car	Own	G	Rc
HMSK100	SB	4	Hor	1	3.19x2.53	20.20	7.32	L	10.00-3600	8.00-3600	15.40-2800	48½	Me	Mag	Car	Own	G	Rc
VM100	GP, IN, LM, TIL, GS, GT	4	Ver	1	3.19x2.53	20.20	7.32	L	10.00-3600	8.00-3600	15.40-2800	41	Me	Mag	Car	Own	G	Rc
OH120	GP, IN, LM, TIL, GS, Pu	4	Hor	1	3.13x2.75	21.09	8.65	I	12.00-3600	9.70-3600	18.28-3000	95	Me	M-B	Car	Wal	G	R
HH100	GP, IN, LM, TIL, GS, Pu	4	Hor	1	3.31x2.75	23.70	6.70	L	10.00-3600	8.00-3600	15.70-2800	84	Me	M-B	Car	Own	G	R
OH140	GP, IN, LM, TIL, GS, Pu	4	Hor	1	3.31x2.75	23.70	8.92	I	14.00-3600	11.20-3600	21.15-2800	95	Me	M-B	Car	Wal	G	R
OH160	GP, IN, LM, TIL, GS, Pu	4	Hor	1	3.50x2.88	27.66	8.70	I	16.00-3600	12.80-3600	25.10-2800	95	Me	M-B	Car	Wal	G	R
TVS600	GP	2	Ver	1	2.09x1.75	6.00	......	RV	......	......	......	14½	Me	Mag	Car	Own	GO	Rc
TVS120	LM	4	Ver	1	2.81x1.94	12.04	8.48	L	......	......	......	18½	Me	Mag	Car	Own	G	Rc
HSK70	SB	4	Hor	1	2.75x2.53	15.04	6.76	L	7.00-3600	5.60-3600	11.20-2500	41½	Me	Mag	Car	Own	G	Rc

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									Horsepower										
			Type	No. of Cylinders	Bore and Stroke (In.)	Total Displacement (Cu. In.)	Compression Ratio (to —1)	Valve Location	Rated at RPM	Continuous at RPM	Torque—Lb. Ft. at RPM	Weight (Lb.)				Type	Make		
Wisconsin..........EY-18-3W	GP	4	Ver	1	2.56x2.17	11.14	6.00	L	4.60-3600	3.70-3600	6.70-3200	42	Fb	Mag	Car	Mik	G,K,LPG	RcE
..........ACN	GP	4	Ver	1	2.63x2.75	14.90	5.88	L	6.00-3600	4.80-3600	9.50-2800	76	Fb	BM	Car	Zen	G,Fo,K,NG,LPG	RcE
..........EY-25W	GP	4	Ver	1	2.83x2.44	15.40	6.00	L	6.50-3600	5.20-3600	9.50-3200	53	Fb	Mag	Car	Mik	G,K,LPG	RcE
..........EY-27W	GP	4	Ver	1	2.91x2.44	16.26	6.00	L	7.50-3600	6.00-3600	11.20-3200	53	Fb	Mag	Car	Mik	G,K,LPG	RcE
..........BKN	GP	4	Ver	1	2.88x2.75	17.80	6.10	L	7.00-3600	5.60-3600	12.00-2600	76	Fb	BM	Car	Zen	F,Fo,K,NG,LPG	RcE
..........S-8D	GP	4	Ver	1	3.13x2.63	20.20	6.52	L	8.25-3600	6.60-3600	13.66-2200	80	Fb	BM	Car	Wal	G,Fo,K,NG,LPG	RcE
..........AENL	GP	4	Ver	1	3.00x3.25	23.00	6.24	L	9.20-3600	7.40-3600	16.50-2300	110	Fb	BM	Car	Zen	G,Fo,K,NG,LPG	RcE
..........EY-44W	GP	4	Ver	1	3.54x2.68	26.40	6.50	L	10.50-3600	8.40-3600	17.70-2100	92	Fb	Mag	Car	Mik	G,LPG	RcE
..........TRA-12D	GP, GT	4	Ver	1	3.50x2.88	27.66	6.53	L	12.00-3600	9.60-3600	19.41-2600	80	Fb	BI	Car	Wal	G	RcE
..........S-12D	GP	4	Ver	1	3.50x3.00	28.86	6.35	L	12.50-3600	10.00-3600	21.50-2200	125	Fb	BM	Car	Wal	G,Fo,K,NG,LPG	RcE
..........S-14D	GP, GT	4	Ver	1	3.75x3.00	33.10	6.30	L	14.10-3600	11.28-3600	21.83-2800	115	Fb	BM,BI	Car	Wal	G,LPG	RcE
..........EY-21W	GP	4	Ver	2	2.95x2.77	37.74	6.00	L	16.80-3800	13.00-3600	25.00-2700	161	Fb	BM	Car	Mik	G,LPG	Re
..........AGND	GP	4	Ver	1	3.50x4.00	38.50	6.12	L	12.50-3200	10.00-3200	27.00-1900	180	Fb	BM	Car	Zen	G,Fo,NG,LPG	HE
..........TJD	GP	4	Ver	2	3.25x3.25	53.90	6.25	L	18.20-3600	14.60-3600	34.00-2000	220	Fb	BM	Car	Zen	G,LPG	HBE

ABBREVIATIONS

BC—Bush Crusher
BI—Breakerless Ignition
BM—Battery and Magneto
Car—Carburetor
Ce—Centrifugal
CS—Chain Saw
CW—Carter or Walbro
EC—Earth Compactor
EDA—Earth Drill and Auger
Ele—Electric
Err—Electric or Rewinding Rope
Fb—Flyball
FC—Float Feed Carburetor
FO—Fuel Oil
FW—Flyweight
G—Gasoline
Gen—Generator
GK—Go-Kart
GO—Gasoline and Oil Mix
GP—General Purpose
GS—Generator Sets
GT—Garden Tractor
HBE—Hand Crank, Belt, Pulley or Electric
HC—Hand Crank
HE—Hand Crank or Electric
Hop—Horizontal or Opposed
Hor—Horizontal
HV—Horizontal or Vertical
I—Valves in Head
In—Industrial
IE—In Enclosures
K—Kerosene
L—"L" Head, Valves at side
LM—Lawn Mowers
LPG—Liquified Petroleum Gas
MA—Mechanical or Air Valve
MB—Magneto or Breakerless Ignition
Mc—Mini-cycle
Mag—Magneto
MC—Mechanical Centrifugal
Me—Mechanical
Mik—Mikuni
MP—Mechanical or Pneumatic
MPS—Multi-purpose Saw
N—No or None
NG—Natural Gas
OP—Opposed
PC—Pump Carburetor
Pn—Pneumatic
Pu—Pumps
R—Rope
RcE—Recoil or Electric
Rc—Rotary Centrifugal
Rec. Veh.—Recreational Vehicle
RV—Reed Valves
RE—Rope or Electric
Ro—Rotary
RcR—Recoil or Rope
RR—Rewinding Rope
RrE—Recoil, Rope, or Electric
SB—Snow Blower
Sc—Suction Feed
Sm—Snowmobile
ST—String Trimmer
Til—Tillers
Till—Tillotson
T-P—Third Part
T-W—Tillotson and Walbro
Veh—Vehicle
Ver—Vertical
Wal—Walbro
Zen—Zenith (facet)

DIESEL ENGINES USED IN BUSES FROM U.S. PLANTS—1979

	Caterpillar	Cummins	Detroit	International	MAN	Total
AM General	—	—	98	—	163	261
Ford	550	—	—	—	—	550
GMC	—	—	1,173	—	—	1,773
International	102	—	—	1,097	—	1,199
Others	2	4	994	3	—	1,003
	——	—	——	——	——	——
Total	654	4	2,865	1,100	163	4,786

Source: MVMA

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Chilton's

AUTOMOTIVE INDUSTRIES

JUNE 1980

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Federal Agencies
Getting Off Detroit's Back?

6/30/80 C 2150-3

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5th Annual Financial Analysis & Source Guide

Suppliers Change Tactics In Transition Market

Chilton's AUTOMOTIVE INDUSTRIES

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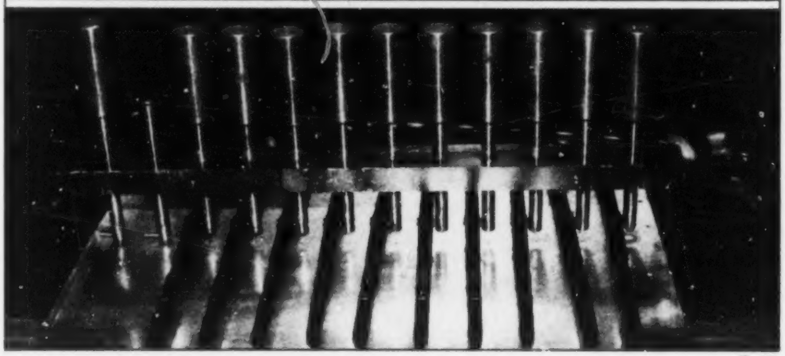

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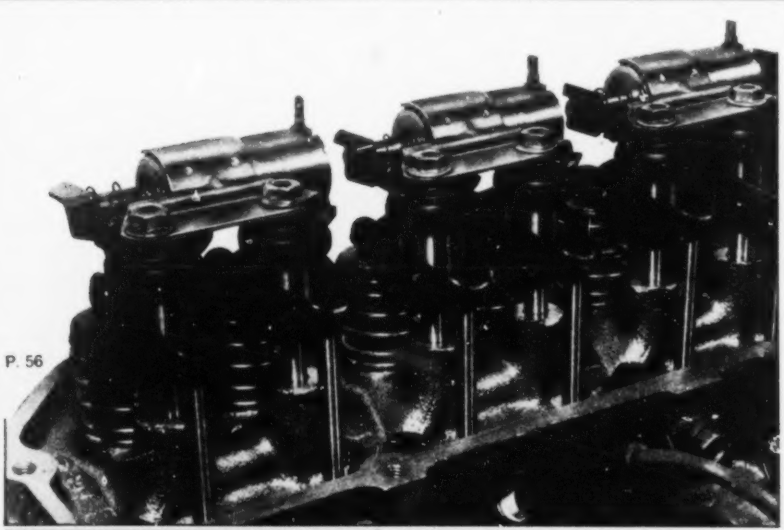

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NEXT MONTH

Our Second Annual Metals Issue looks at new applications, coatings, production methods and markets for the wide variety of automotive metals.

Address mail to Executive and Editorial Offices
Chilton Way, Radnor, PA 19089 (215) 687-8200
TWX: 510-668-2460

Donald W. Titlow, Publisher

STAFF
Editor-in-Chief
Ira G. Black
Managing Editor
Neil M. Szigethy
Associate Editor
Michael K. McCann
Associate Editor
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James J. Cadagan
Advertising Production Manager
Donna Borrelli
Chicago Regional Editor, John A. Stark
100 South Wacker Drive
Chicago, IL 60606
(312) 782-1400
Editor, Joseph M. Callahan
Detroit Regional Editor, John McElroy
Room 2600, Fisher Building
West Grand Boulevard
Detroit, MI 48202
(313) 875-2090
Bureau Chief, Neil R. Regeimbal
Washington Editor, Paula D. Hodges
1093 National Press Building
Washington, DC 20045
(202) 393-3474
European Editor, Peter J. Mullins
7A North Street, Caversham
Reading, RG4 8JA, England
(0) 734-481-667, 481-557
Far East, John Hartley
Kuricorpo Bldg., 16-29, 3-chome
Nishi Azabu, Minato-ku
Tokyo 106, Japan
South America, Jaures S. Mazzone
C.P. 767, Campinas, S.P. 13.100
Brasil, South America

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VBPA

5th Annual Suppliers' Financial Analysis

by Ira G. Black and Cathy Bretherick

The year 1979 was somewhat of a surprise.

There were substantial cutbacks in the automotive and housing industries, to name two key area. But the economy finished 1979 on a surprisingly strong note. Employment continued on an upward curve, industrial production stayed at a high level, capital spending proceeded apace and consumers spent rather freely for most goods.

While the overall picture appeared sound, there was an undercurrent of concern. What it all added up to was evidence that a downturn was indeed in the wings waiting to spring. The indications are that 1980 will see a general decline. But for now, let's look back at how the automotive supplier industry fared in 1979.

Looking at some selected parts and components suppliers, diversification and geographic spread helped a somewhat soggy domestic market.

As an example, strong demand for many of the components made by Rockwell International's automotive unit aided in making 1979 a record year for the division in both sales, which increased 24%, and earnings, which climbed a very healthy 33% over the year-previous level. The company's overseas automotive arm is long and well established, with 33 manufacturing facilities outside the U.S. Twenty-seven percent of its automotive division sales come from overseas.

Eaton Corp. fared extremely well during the year, with net sales of $3.36 billion, up 20% over the previous year. Automotive accounts for a large portion of Eaton's business—9% deriving from passenger car components and another 40% from truck components. The company manufactures truck components on five continents.

Borg-Warner sales of over $2.7 billion were 17% above 1978 figures. Its Transportation Equipment group, the company's largest product area, managed a 9% earnings improvement on an increase of 17% in sales despite the depressed U.S. auto market. The company points out the diversification of the group within the broad transportation market was a big factor in 1979's strong performance. Borg-Warner sells components to passenger car makers worldwide, and the truck, off-highway, recreational, agricultural and marine industries. OEM sales to passenger car builders actually account for less than a quarter of the group's sales.

Diversification also stood Bendix Corp. in good stead in 1979 as it turned in another record year. Company revenues of $3.86 billion were up 5.7% over 1978 while earnings took a 25.4% leap to nearly $130 million. The value of Bendix's diversification strategy was demonstrated in 1979 as revenues from its foreign operations, heavy vehicle and replacement parts operations helped offset the effects of the new car downturn.

For TRW, 1979 sales in its car and truck group totaled close to $1.8 billion, a 19% boost over the year prior and 39% of total TRW sales. Again, diversification and geography played a large role—55% of its car and truck sales are outside of North America and only 25% of its North American sales goes to the OEM passenger car market. On a worldwide basis, about three-quarters of TRW's vehicle component sales are to OEMs while the remaining quarter is to the aftermarket.

Inflation and other factors combined in 1979 to put the bite on an already hurting steel industry. In spite of the fact that steel shipments of just over 100 million tons in 1979 were the highest since 1974's 109.5 million tons, steelmakers made less money. Net income decreased 10% for the steel industry as a whole.

A couple of big reasons for 1979's weak showing in steel: soft demand, especially in automotive; and heavy increases in employment costs, the latter growing by 15% on top of a previous big bite in 1978.

Demand, unfortunately, is not improving. Industry watchers say domestic mill shipments will decline further this year.

The nonferrous metals arena in 1979 can generally be described in a single word—Wow! The aluminum industry broke most of its profit and sales records in '79; copper, whose recovery began in '78, kept on recovering; lead, zinc and nickel producers all did better, some better than others.

The North American "Big Four" aluminum producers—a group which includes Alcoa, Alcan, Reynolds and Kaiser—managed to get their combined profits past the billion-dollar milepost for the first time ever. With a 1.9% increase in delivered tonnage, they turned in an 18% increase in sales and posted a net profit increase of 53.6%.

For 1980, insiders say "Wow!"

SELECTED PARTS & COMPONENTS SUPPLIERS

Average % Return on Sales = 4.76

Company	'79 Net Sales ($ millions)	'79 Net Earnings ($ millions)	% Return On Sales
ITT	17197.4	380.7	2.2
Rockwell Int.	6180.0	261.0	4.2
TRW	4560.3	194.6	4.3
Bendix	3856.4	162.6	4.2
Eaton	3359.9	154.1	4.6
Dana	2761.1	164.2	5.9
Borg-Warner	2717.4	155.6	5.7
Colt Ind.	2140.5	111.4	5.2
Cummins	1770.0	57.9	3.3
Timken	1282.1	102.1	8.0

SHIPMENTS & ORDERS FOR MACHINE TOOLS

Date		Shipments	Net New Orders
1974	Total	$2,030,550	$2,502,250
1975	Total	$2,451,700	$1,186,350
1976	Total	$2,059,600	$2,230,200
1977	Total	$2,280,750	$2,996,900
1978	Total	$3,013,450	$4,344,000
1979	Total	$3,876,550	$5,542,700

Figures in thousands (000)
Source: NMTBA

SELECTED STEEL SUPPLIERS

Average % Return on Sales = 3.70

Company	'79 Net Sales ($ millions)	'79 Net Earnings ($ millions)	% Return On Sales	% Return On Equity
U.S. Steel	12929.1	(-293.0)	(-2.3)	(-6.0)
LTV	7996.8	173.5	2.2	25.3
Bethlehem Steel	7137.2	275.7	3.9	11.7
Armco Inc.	5035.1	221.0	4.4	13.4
National Steel	4234.5	126.5	3.0	9.4
Republic Steel	3987.4	121.2	3.0	8.6
Inland Steel	3635.2	131.1	3.6	10.3
Allegheny Ludlum	1550.0	71.5	4.2	6.0
Wheeling-Pittsburgh	1242.3	49.7	4.0	14.6
Sharon Steel	523.8	58.6	10.0	22.8

STEEL SHIPMENTS TO MAJOR MARKETS

(million of tons)

	1974	1975	1976	1977	1978	1979
Automotive	18.9	15.2	21.4	21.5	21.3	18.6
Service Centers	20.4	12.7	14.6	15.3	17.3	18.2
Construction	17.6	12.0	12.0	12.0	13.1	13.7
Containers and Packaging	8.2	6.1	6.9	6.7	6.6	6.8
Machinery and Equipment	9.7	7.3	7.9	8.2	8.8	8.8

Source: [illegible]

for the first half and, "Ow!" for the second half as the economic recession begins to get a foothold.

Plastics suppliers generallly had a decent year, though for most the increase in sales was due more to higher prices than to changes in volume or product mix. Price increases in plastics were rampant in '79—on the order of 30% or so—reflecting the huge increases in feedstock and energy costs. But, with fairly strong overall industry demand, the price boosts went through more smoothly than might have been expected. Export demand, say most producers, was excellent, helped along by comparatively lower feedstock cost in the U.S. Exports accounted for $2.5 billion in 1979; a 10% increase is anticipated over the year ahead.

For the year ahead, plastics suppliers expect an overall dropoff in demand, with perhaps 5% net growth for 1980. But there's a near-universal feeling it'll pick up again in 1981 and grow strongly at about an 8-9% annual rate through at least the first half of the decade ahead.

The tire industry generally has lost a lot of its bounce. Return on sales for a five-company average was just over 2%. The first quarter of 1980 is dismal, to say the least. This is a continuation of a seven-year profit decline that's been an albatross around the industry's neck. There is considerable feeling, however, both within and outside the industry, that this decline will reverse itself by 1982-84. Meantime, though, insiders say tire shipments are likely to take a fairly steep slide in 1980.

Current over-capacity in the tire industry is partially to blame for the soft shipment picture, but again there is the expectation that rising demand, especially for radials, will help turn this around.

In June of last year, the National Machine Tool Builders Association (NMTBA) announced that orders for machine tools were substantially higher than in May 1978.

By the end of the first quarter of 1980, NMTBA reported more good news. In short, the machine tool industry is not hurting—not last year and not now.

Shipments in 1980's first quarter showed a 33% gain over the same quarter of 1979. Dollar volume of total shipments during first quarter 1980 rose to $1.15 billion. By first quarter's end, total machine tool bookings stood at over $5.5 billion.

The recession has had little impact on the machine tool industry. Automotive and aerospace are major customers of machine tool builders, and in both cases tooling programs are booming. In Detroit, the Big Three boosted capital plant and equipment spending some 39% in 1978, 16% in 1979 and predict at least a 13% rise this year.

For machine tools, certainly, the outlook is rosy through at least the first half of 1981.

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SELECTED MACHINE TOOL SUPPLIERS

Average % Return On Sales = 8.42

Company	'79 Net Sales ($ millions)	'79 Net Earnings ($ millions)	% Return On Sales
Ex-Cell-O	961.9	54.2	5.6
Cincinnati-Milacron	747.8	55.4	7.4
Cross & Trecker	297.9	26.4	8.9
Giddings & Lewis	256.9	28.8	11.2
Gleason	217.1	19.6	9.0

SELECTED TIRE & RUBBER SUPPLIERS

Average % Return On Sales = 2.04

Company	'79 Net Sales ($ millions)	'79 Net Earnings ($ millions)	% Return On Sales
Goodyear	8238.7	146.2	1.8
Firestone	5284.2	112.9	2.1
Goodrich	2988.1	82.6	2.7
Uniroyal	2574.6	(-120.5)	——
General Tire	2294.9	81.7	3.6

SELECTED PLASTICS SUPPLIERS

Average % Return On Sales = 6.02

Company	'79 Net Sales ($ millions)	'79 Net Earnings ($ millions)	% Return On Sales
DuPont	12571.8	938.9	7.6
Union Carbide	9176.5	556.2	6.1
Celanese	3146.0	141.0	4.5
Hercules	2300.0	142.0	7.0
Owens-Corning-Fiberglas	2245.2	109.3	4.9

SELECTED NONFERROUS METAL SUPPLIERS

Average % Return on Sales = 8.78

Company	'79 Net Sales ($ millions)	'79 Net Earnings ($ millions)	% Return On Sales
Alcoa	4847.0	504.6	10.5
Alcan	4441.0	427.0	9.6
Reynolds	3305.2	177.1	5.4
AMAX	2865.4	365.3	12.7
Inco	2488.5	141.7	5.7

Suppliers' Financial Analysis

COMPANY	SUPPLIER OF:	'79 NET SALES ($ millions)	'79 NET EARNINGS ($ millions)	% Change Over '78 +(−)	1979-1978 EARNINGS/ SHARE	% RETURN ON SALES	% RETURN ON EQUITY
Abex Corp.	P+C	3734.6	107.4	+17.2	5.31-4.88	7.9	8.9
ACCO Ind., Inc.	MS	534.7	20.1	——	8.33-8.35	3.8	14.1
Alcan Aluminum Ltd.	M	4441.0	427.0	+43.8	10.04-7.34	9.6	21.0
Alco Standard Corp.	MS	1925.1	50.4	+5.6	5.05-4.51	2.6	19.7
Alcoa	M	4847.0	504.6	+61.0	14.29-8.90	10.5	21.7
Allegheny Ludlum Industries	M	1550.0	71.5	+214.1	7.30-2.10	4.2	6.0
Allen Group Inc.	P+C	343.2	10.2	+20.0	2.44-2.10	3.0	14.3
Allied Chemical	P+C	4332.0	10.8	(−91.1)	.20-4.25	0.3	0.9
Allis-Chalmers Corp.	P+C	1972.0	81.4	+7.1	6.23-6.15	4.1	12.7
Amax Inc.	M	2865.4	365.3	+228.3	6.49-2.76	12.7	9.3
American Can Co.	M	4515.0	127.3	+20.6	6.44-5.32	2.8	12.0
American Motors Corp.	MS	3177.0	83.9	+228.6	2.76-1.21	2.6	19.0
American Standard Inc.	P+C	2431.6	132.2	+30.4	9.52-7.23	5.4	26.0
Ametek	MS	392.9	22.4	+15.7	2.11-1.85	5.7	22.3
AMP Inc.	P+C	1013.2	121.3	+24.0	3.36-2.67	12.2	24.8
Armco	M	5035.1	221.0	+11.4	4.82-4.29	4.4	13.4
Armstrong Rubber Co.	P+C	393.7	8.5	(−11.0)	4.39-5.03	2.1	7.2
Asarco Inc.	M	1724.2	259.1	——	8.56-1.69	15.0	22.9
Associated Engineering Ltd.	P+C	838.6	32.8	(−37.8)	————	7.1	—
Athlone Industries	MS	281.9	3.3	(−73.6)	1.14-4.05	1.2	6.1
Atlantic Richfield	O	16233.9	1165.9	+44.9	9.48-6.60	7.1	19.1
Avery International	M	562.1	21.1	+17.2	2.35-1.94	3.7	13.7
Barnes Group	P+C	431.5	25.2	+54.6	3.68-2.40	5.8	22.5
Bearings, Inc.	P+C	294.2	13.9	+24.1	3.49-2.81	4.7	15.2
Beatrice Foods	MS	7488.4	261.0	+17.8	2.60-2.41	3.5	14.1
Beckman Instruments	O	426.7	29.3	+31.0	1.66-1.35	6.9	19.3
Belden	P+C	291.4	11.4	+29.5	5.53-4.43	3.9	17.5
Bendix Corp.	MS	3856.4	162.6	+25.4	7.10-5.74	4.2	16.5
Bethlehem Steel Corp.	M	7137.2	275.7	+22.5	6.31-5.15	3.9	11.7
Betz Laboratories, Inc.	MS	180.2	19.8	+23.8	2.56-2.02	11.0	22.0
Binks Mfg. Co.	PE	124.3	9.7	+18.0	3.17-2.69	7.8	20.6
Black & Decker	PE	1205.1	94.4	+43.0	2.25-1.58	7.8	18.4
Bliss & Laughlin Ind.	MS	287.5	17.7	+30.5	3.01-2.30	6.2	16.9
Boise Cascade	M	2916.6	174.9	+31.7	6.52-4.91	6.0	14.0
Borg Warner	P+C	2717.4	155.6	+16.0	7.25-6.24	5.7	15.2
Briggs & Stratton Corp.	P+C	590.9	48.5	+29.0	3.35-2.59	8.2	23.5
Buckeye International Inc.	P+C	161.9	3.9	——	2.81-0.40	2.4	14.0
Bucyrus-Erie	MS	552.4	56.2	——	2.75-2.66	10.1	15.5
Bundy Corp.	P+C	168.2	8.4	+2.4	2.05-2.01	5.0	12.3
Burgess Norton Mfg. Co.	P+C	855.7	63.4	+27.0	5.88-4.63	7.4	24.1
Burndy Corp.	P+C	229.8	21.4	+39.0	3.44-2.46	9.3	21.2
Carpenter Tech. Corp.	MS	468.6	40.7	+21.0	4.76-3.97	8.7	19.8
Caterpillar Tractor Co.	P+C	7613.2	491.6	+88.4	5.69-6.56	6.4	16.1
Celanese Chemical Corp.	M	3146.0	141.0	+26.0	3.10-2.85	4.5	15.2
Champion Spark Plug Co.	P+C	806.5	56.9	+2.8	1.49-1.45	7.1	14.2
Chicago Pneumatic Tool Co.	PE	454.9	16.6	(−19.4)	3.30-3.84	3.6	9.9
Chrysler Corp.	P+C	12002.0	(−1097.3)	——	(−17.18)-(−3.54)	—	—
Cincinnati Milacron	PE	747.8	55.4	+67.0	3.70-2.23	7.4	24.1
Checker Motors Corp.	MS	150.4	6.9	+0.1	5.66-5.75	4.6	18.0
Clark Equipment Co.	O	1731.7	106.1	+27.3	8.03-6.08	6.1	18.4

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Suppliers' Financial Analysis

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Coachmen Industries, Inc.	P+C	167.9	(−9.2)	——	(−2.60)-2.29	—	—
Colt Industries	P+C	2140.5	111.4	+28.1	8.40-6.66	5.2	17.9
Condec Corp.	P+C	249.3	0.6	(−90.3)	.10-2.34	0.2	0.9
Conoco Inc.	O	13082.9	815.4	+80.7	7.58-4.20	6.2	23.5
ConRac Corp.	PE	137.2	1.2	(−29.4)	0.42-0.63	0.8	3.5
Consolidated Freightways Inc.	P+C	1719.9	65.9	+6.3	1.25-1.10	3.8	19.2
Control Laser Corp.	PE	10.1	1.1	+29.0	0.66-0.53	10.9	—
Cooper Tire & Rubber Co.	P+C	283.2	5.2	(−6.4)	2.60-2.77	1.8	10.8
Copperweld Corp.	M	494.8	23.1	+204.4	4.04-2.00	4.7	15.2
Cross & Trecker Corp.	MS	297.9	26.4	+54.4	3.22-2.11	8.9	22.4
Cyclops Corp.	M	915.4	5.3	(−73.0)	1.35-5.75	0.6	3.3
Cummins Engine Co., Inc.	P+C	1770.0	57.9	(−10.0)	6.84-7.62	3.3	12.8
Curtiss-Wright Corp.	MS	346.6	33.8	+93.1	4.05-2.06	9.8	13.6
Dana Corp.	P+C	2761.1	164.2	+22.0	5.03-4.22	5.9	17.5
Danly Machine Corp.	PE	119.0	4.7	+17.5	5.49-4.72	3.9	13.2
Dart Industries Inc.	M	2403.3	171.7	+35.6	7.04-5.20	7.0	16.2
Data General	P+C	507.5	49.8	+23.6	4.82-4.00	9.8	19.8
Dayco Automotive	P+C	740.0	21.1	+22.0	3.87-3.52	3.0	16.4
Deere & Co.	P+C	4933.1	310.6	+17.3	5.12-4.38	6.3	15.7
Diamond Shamrock	M	2356.9	178.1	+35.9	3.37-3.26	7.5	17.4
Dow Chemical	M	9255.4	783.9	+36.3	4.33-3.16	8.4	20.1
Dow Corning	M	610.2	71.4	+26.8	———	11.6	21.7
Dresser Industries, Inc.	MS	3457.4	228.0	+11.8	5.88-5.22	6.6	16.0
DuPont Co., Inc.	M	12571.8	938.9	+19.0	6.42-5.39	7.6	19.4
Dynascan Corp.	O	56.1	.5	(−81.15)	0.17-0.88	0.9	1.9
Eagle-Picher Industries, Inc.	P+C	590.0	30.7	+10.4	3.03-2.70	5.2	16.1
Eastman Kodak Co.	MS	8028.2	1000.8	+11.0	6.20-5.59	12.5	19.5
Eaton Corp.	P+C	3359.9	154.1	+17.0	5.89-5.02	4.6	17.4
Emhart Corp.	MS	1573.5	53.7	(−23.0)	4.38-5.93	3.4	12.9
Esmark	MS	6743.2	92.4	+15.4	4.40-3.81	13.7	11.0
Essex Chemical Corp.	M	127.4	5.0	(−9.0)	2.03-2.22	4.0	19.0
Ethyl Corp.	M	1656.0	97.5	+16.0	4.94-4.24	5.9	17.0
Evans Products Co.	P+C	1515.1	62.4	+15.1	4.65-3.85	4.1	22.2
Ex-Cell-O Corp.	P+C	961.9	54.2	+38.0	5.31-4.07	5.6	17.3
Exxon Corp.	O	84809.0	4295.0	+55.5	9.74-6.20	5.1	20.1
Fabricated Products Operations	MS	1327.3	63.3	+31.0	3.72-2.90	4.8	20.9
Federal-Mogul Corp.	P+C	663.3	42.1	+16.7	3.31-2.83	6.3	18.6
Ferro Corp.	M	591.9	30.9	+11.8	4.07-3.67	5.2	15.2
Firestone Tire & Rubber	MS	5284.2	112.9	+131.4	1.96-(−2.58)	2.1	7.7
FMC Corp.	MS	3307.5	151.6	+8.0	4.55-4.22	4.6	13.1
Ford Motor Co.	MS	43513.7	1169.3	(−26.4)	9.75-13.35	2.7	11.2
Fruehauf Corp.	P+C	2451.4	88.7	+15.6	7.28-6.34	3.6	17.0
GAF Corp.	MS	1213.2	28.2	(−17.5)	1.83-2.29	2.3	7.6
General Electric	MS	22460.6	1408.8	+13.6	6.20-5.39	6.2	19.1
General Motors	MS	66311.2	2892.7	(−17.5)	10.04-12.24	4.4	15.1
General Signal Corp.	P+C	1342.8	83.3	+37.2	3.52-2.93	6.2	15.7
General Tire & Rubber	MS	2294.9	81.7	(−29.3)	3.44-4.87	3.6	8.0
Genuine Parts Co.	P+C	1337.5	61.7	+20.0	2.24-1.87	4.6	21.9
Getty Oil Co.	O	4831.0	604.0	+84.3	7.34-3.98	12.5	17.5
Giddings & Lewis, Inc.	PE	256.9	28.8	+58.2	5.87-3.74	11.2	28.5

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Gleason Works	PE	217.1	19.6	+19.5	3.91-3.26	9.0	——
B.F. Goodrich Co.	MS	2988.1	82.6	+17.8	4.89-4.39	2.7	9.1
Goodyear Tire & Rubber	MS	8238.7	146.2	(−35.3)	2.02-3.12	1.8	6.8
Goulds Pumps, Inc.	MS	213.7	19.5	+20.0	2.38-1.98	9.1	27.2
W. R. Grace & Co.	M	5266.6	222.6	+30.0	5.02-3.98	4.2	14.2
Gulf & Western Mfg. Co.	MS	5288.3	227.4	+26.0	4.62-3.53	4.3	15.1
Gulf Oil Corp.	O	23910.0	1322.0	+67.1	6.78-4.06	5.5	15.2
Harsco Corp.	M	945.3	51.9	(+12.0)	5.27-4.81	5.5	15.6
Hayes Albion Corp.	P+C	253.9	0.2	(−97.7)	0.06-2.62	——	0.3
Heli-Coil Products	MS	——	6.8	+16.0	3.12-2.56	10.0	——
Hercules Inc.	M	2300.0	142.0	+59.0	3.89-2.36	7.0	19.6
Hewlett-Packard Co.	PE	2361.0	203.0	+32.7	3.43-2.63	8.6	10.7
Honeywell	PE	4209.5	260.5	+29.3	11.89-9.41	6.1	17.2
Hoover Universal, Inc.	P+C	601.3	31.5	+7.3	3.57-3.33	5.2	21.5
Hyster Co.	PE	683.3	63.1	+12.3	10.48-9.38	9.2	25.1
IBM	PE	22862.3	3011.3	(−3.2)	5.16-5.32	.01	12.3
IC Industries	MS	3734.6	106.3	+9.5	5.24-5.23	2.9	8.8
ICI Americas Inc.	M	1192.0	957.0	+42.0	1.66-1.19	0.6	5.8
Illinois Tool Works Inc.	MS	398.1	41.2	+20.1	3.37-2.81	10.3	17.8
Inco Ltd.	P+C	2488.5	141.7	+82.0	1.58-0.77	5.7	7.1
Ingersoll-Rand Co.	PE	2542.1	149.3	+12.2	7.51-6.65	5.8	13.7
Inland Steel	M	3635.2	131.1	(−17.0)	6.27-7.61	3.6	10.3
Interlake, Inc.	M	1104.6	39.7	+278.9	6.66-1.77	3.6	11.9
International Harvester Co.	P+C	8392.0	369.6	+98.0	12.01-6.14	4.4	18.3
International Packings Corp.	P+C	50.6	2.0	(−9.1)	10.06-11.07	3.9	14.1
ITT Corp.	MS	17197.4	380.7	(−42.5)	2.65-4.66	2.2	6.8
Johnson Controls, Inc.	P+C	1024.5	49.9	+13.5	3.58-3.18	4.9	17.0
Jones & Laughlin Steel	M	4174.7	170.7	+251.0	————	——	——
Kaiser Aluminum & Chemical Corp.	M	2926.5	232.2	+59.6	5.66-3.58	7.9	19.0
Kennecott Copper	M	2471.9	130.4	————	3.93-0.15	5.3	8.9
Keystone Consolidated	P+C	412.3	0.8	(−26.0)	0.40-0.54	0.2	0.7
Koehring Co.	O	476.9	14.3	+21.0	4.26-3.45	3.0	11.5
Kohler	MS	413.7	27.5	————	————	6.7	17.0
Lamson & Sessions Co.	P+C	324.8	13.8	+96.6	3.03-1.74	4.2	15.9
Lear Siegler, Inc.	P+C	1327.3	63.3	+31.0	4.50-3.55	4.8	22.7
Libbey-Owens-Ford Co.	O	1208.1	58.1	(−11.7)	4.80-5.50	5.0	11.5
Lindberg Corp.	P+C	64.6	5.7	+ 39.0	1.65-1.19	8.8	27.3
Litton Industries, Inc.	MS	4087.8	188.9	+208.0	4.87-(2.59)	4.6	20.3
Loctite Corp	PE	161.5	23.3	+ 17.0	2.40-2.06	14.5	28.3
LTV Corp.	M	7996.8	173.5	+338.0	6.03-2.33	2.2	25.3
Lubrizol Corp.	M	741.5	90.8	+17.3	4.66-3.95	12.3	23.9
Lucas Industries Inc.	P+C	2496.9	113.7	+ 4.8	1.20-1.34	4.8	11.3
Lukens Steel Co.	M	342.3	7.5	(−41.9)	1.44-2.48	2.2	5.5
Lydall, Inc.	M	108.9	2.7	(−16.0)	1.35-1.63	2.5	11.8
3M Company	M	5440.4	655.2	+16.4	5.59-4.83	12.1	22.0
Marathon Oil Co.	PE	6680.0	323.2	+43.5	5.34-3.73	4.5	20.6
Martin Marietta Corp.	M	2060.8	178.0	+30.9	7.10-5.54	8.0	17.0
Medalist Industries, inc.	P+C	123.9	4.8	+20.0	2.35-2.02	3.9	13.9
Metex Corp.	P+C	21.3	1.3	+21.0	1.49-1.25	6.0	14.2
Micro Switch	P+C	4209.5	260.5	+29.3	11.89-9.41	6.2	17.2

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Midland-Ross Corp.	P+C	800.8	41.0	+32.0	3.51-2.71	5.1	16.2
Milford Rivet & Machine Co.	PE	27.3	1.2	+43.4	———	4.6	8.2
Mitsubishi, Ltd.	P+C	11492.4	107.4	+ 9.9	4.84-4.50	0.9	0.7
Mobay Chemical Corp.	M	955.1	58.1	+60.3	———	6.1	16.8
Mobil Corp.	O	48241.0	2007.0	+77.5	9.46-5.34	4.2	20.5
Modine Mfg. Co.	P+C	211.9	14.4	+29.1	5.00-3.92	6.8	24.2
Monsanto Co.	M	6192.6	331.0	+ 9.4	9.11-8.29	5.4	11.4
Motorola Inc.	P+C	2713.8	154.3	+23.2	4.96-4.04	5.6	15.5
Nalco Chemical	M	578.9	63.3	+16.0	3.18-1.98	10.9	26.1
National Semiconductor Corp.	P+C	718.8	34.3	+52.4	2.57-1.72	4.8	20.3
National Standard Co.	MS	331.6	12.9	+ 6.3	3.14-2.95	3.9	11.6
National Steel Corp.	M	4234.5	126.5	+13.0	6.56-5.85	3.0	9.4
NL Industries, Inc.	M	1810.2	111.9	+29.7	3.28-2.52	6.2	14.4
Northwest Industries, Inc.	MS	2579.9	172.2	+14.4	5.60-4.90	6.7	20.7
Oakite Products, Inc.	M	60.3	3.9	+14.7	2.21-1.93	6.9	17.9
Olin Corp.	M	1778.1	71.2	+13.4	2.97-2.62	4.0	9.9
Owens-Corning Fiberglas Corp.	M	2245.2	109.3	(−16.0)	3.59-4.30	4.9	16.0
Paccar Inc.	O	1882.7	120.1	+38.5	14.57-10.51	6.5	25.0
Palo Alto Vacuum	O	493.0	18.7	+33.0	2.50-1.89	3.8	10.8
Pantasote Inc.	M	143.9	1.1	(−42.1)	0.29-0.50	0.8	——
Park-Ohio Industries, Inc.	MS	180.1	13.8	+34.0	5.32-5.00	7.7	19.1
Parker-Hannifin Corp.	MS	846.4	50.2	+27.0	3.75-3.05	5.9	18.8
Petrolite Corp.	M	186.9	15.6	+1.9	2.64-2.58	8.0	18.0
Phillips Petroleum Co.	M	9502.8	891.1	+24.0	5.77-4.66	9.4	23.2
Pitney Bowes Inc.	P+C	1024.9	63.5	+40.0	4.02-3.32	14.2	17.8
H. K. Porter Co., Inc.	P+C	644.5	23.9	+31.3	20.03-15.04	3.7	17.1
PPG Industries Inc.	MS	3091.8	218.9	+65.7	6.78-4.19	7.1	17.5
Questor Corp.	P+C	465.5	8.7	+10.1	0.88-0.80	1.9	5.9
Ranco	P+C	157.3	9.1	+8.3	2.57-2.29	5.8	16.7
Ransburg Corp.	PE	105.0	9.5	+24.0	3.10-2.51	9.0	23.2
Raytheon Co.	P+C	3727.9	197.2	+31.5	6.30-4.83	5.3	24.2
RCA	P+C	7454.6	283.8	+1.9	3.72-3.65	3.8	16.1
Republic Parts Inc.	P+C	81.8	2.3	(−8.0)	1.06-1.30	2.8	10.9
Republic Steel Corp.	M	3987.4	121.2	+9.1	7.49-6.86	3.0	8.6
Revere Copper & Brass Inc.	M	788.1	25.7	+235.8	4.50-(−3.36)	3.3	——
Rexene Co.	P+C	3088.6	138.1	+274.0	2.99-1.13	4.5	18.5
Rexnord Inc.	MS	1010.2	57.3	+8.3	2.91-2.77	5.7	16.2
Reynolds Metals Co.	M	3305.2	177.1	+50.3	9.25-6.11	5.4	15.4
Robertshaw Controls Co.	P+C	327.3	8.6	(−31.0)	2.20-320	2.6	7.8
Rockwell International	MS	6180.0	261.0	+48.0	7.33-5.02	4.2	16.9
Rogers Corp.	MS	93.0	4.4	+39.0	1.71-1.29	4.7	14.8
A. Schulman Inc.	MS	248.2	6.8	+42.2	3.75-2.63	2.7	17.3
SCM Corp.	MS	1753.7	47.4	+26.1	4.98-4.03	2.7	11.4
Sealed Power Corp.	P+C	279.4	20.9	+40.0	4.35-3.35	7.5	17.6
Sharon Steel	M	583.8	58.6	+58.8	0.71-0.45	10.0	22.8
Shell Oil Co.	M	14546.2	1125.6	+38.0	7.32-5.45	7.7	18.4
Sheller-Globe Corp.	P+C	656.4	13.7	(−17.0)	1.84-2.31	2.1	8.8
Signal Cos. Inc.	MS	4241.2	203.7	+26.8	5.28-4.17	4.8	17.2
Signode Corp.	PE	695.2	43.8	+15.0	5.56-4.85	6.3	15.4
A. O. Smith Corp.	P+C	836.0	23.6	(−13.0)	4.79-5.50	2.8	11.2

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Snap-On Tools Corp.	PE	373.6	42.6	+32.3	2.10-1.64	11.4	28.4
Sparton Corp.	P+C	81.5	5.1	+318.8	3.04-0.96	6.3	16.0
Spectral Dynamics	PE	124.2	7.2	+42.0	1.76-1.39	5.8	17.3
Sperry Vickers	PE	4200.0	224.0	+25.0	6.35-5.08	5.3	13.7
SPS Technologies	P+C	276.9	18.6	+95.8	4.29-2.27	6.7	20.7
Square D Co.	PE	826.1	130.9	+0.1	3.04-2.80	15.8	40.3
Stanadyne, Inc.	MS	415.4	20.9	+20.0	4.35-3.62	5.0	9.4
Standard Oil (CA)	O	29947.6	1784.7	+61.4	10.44-6.48	5.9	19.2
Standard Oil (IN)	O	18610.3	1506.6	+39.9	10.23-7.36	8.0	18.0
Standard Products Co.	MS	216.2	5.3	+43.2	4.37-3.02	2.5	12.5
Stanley	MS	872.3	51.4	+24.0	4.26-3.50	5.9	16.3
Stewart-Warner Corp.	MS	365.9	21.7	+1.9	4.19-4.09	5.9	13.1
Subaru	MS	549.9	10.4	+45.0	1.74-1.20	1.9	13.7
Sun Co.	O	10666.0	699.9	——	11.77-6.82	6.5	18.5
Sun Electric Corp.	PE	165.9	11.3	+37.8	2.32-1.69	6.8	19.3
Sundstrand Corp.	MS	842.6	67.1	+35.0	4.03-3.05	8.0	21.3
Talley Industries	P+C	433.2	10.5	(−37.1)	1.52-2.47	2.4	10.0
Tecumseh Products Co.	P+C	880.6	54.9	+10.2	10.04-9.11	6.2	19.3
Teledyne Ins.	MS	2705.6	371.9	+49.7	27.59-17.63	13.7	29.2
Tenneco Inc.	P+C	11209.0	571.0	+26.0	5.30-4.39	5.1	17.4
Texaco Inc.	O	38350.4	1759.1	+206.3	6.48-3.14	4.6	16.5
Texas Instruments Inc.	MS	3224.1	172.9	+23.0	7.58-6.15	5.4	12.5
Texasgulf Inc.	M	789.3	136.9	+273.2	4.05-1.33	17.3	16.0
Textron Inc.	MS	3392.9	302.6	+0.8	4.51-4.47	5.0	16.3
Thiokol Corp.	MS	557.0	40.1	+55.0	6.95-4.50	6.1	23.0
Thomas & Betts Corp.	P+C	226.4	30.0	+18.0	3.91-3.30	13.3	23.0
Timken Co.	PE	1282.1	102.1	+15.2	9.14-8.04	8.0	15.3
Tokheim Corp.	MS	101.6	6.4	+6.0	2.21-2.08	6.3	21.7
Townsend	P+C	3392.9	169.8	+1.0	4.51-4.47	5.0	16.3
Tracor, Inc.	P+C	243.3	9.9	+26.9	2.86-2.30	4.1	20.3
TRW	P+C	4560.3	194.6	+11.7	5.28-4.73	4.3	17.8
UMC Industries, Inc.	PE	364.4	13.6	+4.1	2.30-2.22	3.7	13.5
Unimation Inc.	PE	249.3	.6	——	————	0.2	——
Union Carbide Corp.	MS	9176.5	556.2	+41.0	8.47-6.09	6.1	13.8
Uniroyal	MS	2574.6	(−120.5)	——	(−4.54)-0.04	——	——
U. S. Steel Corp.	M	12929.1	(−293.0)	——	(−3.41)-2.85	(−2.3)	(−6.0)
United Technologies Corp.	M	9050.0	326.0	+39.3	6.49-5.45	3.6	13.0
Upjohn Co.	M	1508.0	149.5	+15.5	5.03-4.36	9.9	23.4
VSI Corp.	P+C	320.3	21.5	+69.2	3.44-2.06	6.7	22.9
Walco National Corp.	P+C	154.9	7.8	+18.2	3.57-3.05	5.0	17.5
Wallace Murray Corp.	P+C	595.3	35.5	+25.0	5.82-4.74	6.0	20.4
Warner & Swasey Co.	PE	305.0	21.5	+83.8	6.13-3.34	7.0	——
Wean United Inc.	PE	205.9	.8	(−77.1)	0.05-0.91	0.4	1.4
Westinghouse Electric	P+C	7332.0	(−73.9)	——	(−.87)-2.81	——	18.4
Wheeling Pittsburgh	M	1242.3	49.7	+261.6	12.16-4.23	4.0	14.6
Whitaker Cable Corp.	P+C	65.7	1.6	+26.0	1.33-1.05	2.5	13.2
White Consolidated	MS	2010.1	75.7	+39.0	4.87-4.33	3.8	18.7
White Motor Corp.	O	1211.0	12.9	+43.0	0.67-(−0.06)	1.1	5.6
Witco Chemical Corp.	MS	966.8	42.8	+28.0	4.83-3.86	4.4	18.1
Wyman-Gordon Co.	P+C	427.0	20.6	(−23.1)	2.28-3.05	4.8	13.2

Abbreviations:
Supplier of: M indicates a material supplier. MS indicates a multi-supplier. P+C indicates a parts and components supplier. PE designates a production equipment supplier. The designation O simply means other. Earnings per share are quoted on a primary basis for nearly all companies.

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SEPTEMBER 1980

Chilton's AUTOMOTIVE INDUSTRIES

Automakers: Has Plastic Reached Its Limit?

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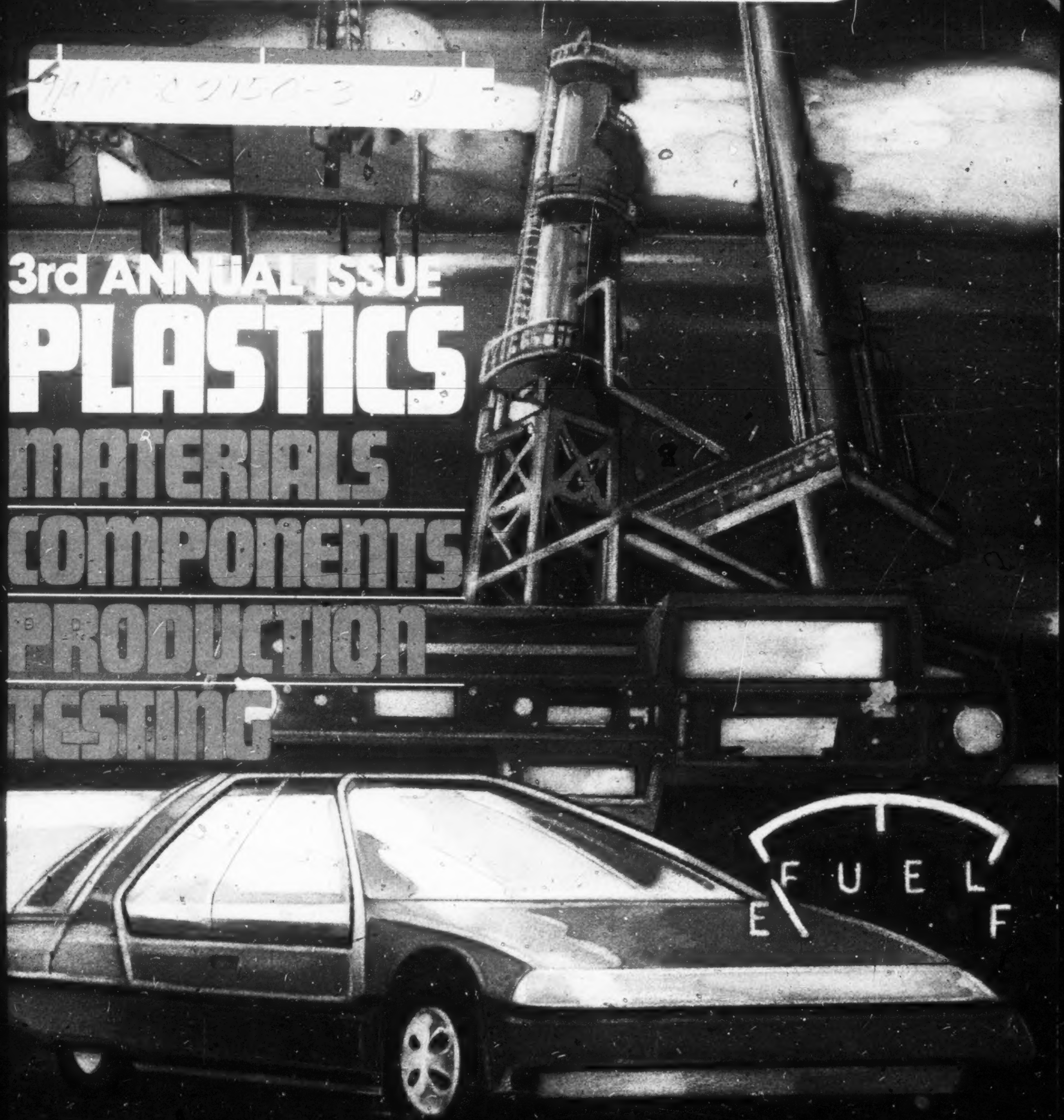

3rd ANNUAL ISSUE

PLASTICS

MATERIALS
COMPONENTS
PRODUCTION
TESTING

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AUTOMOTIVE INDUSTRIES

September, 1980/Volume 160, Number 9

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Plastic has become the most versatile lightweight material for vehicle design.

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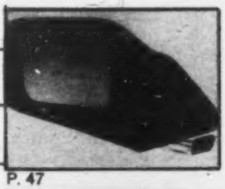
COVER

From an offshore oil rig to a towering petroleum cracker to finished dashboards and body panels, the story of automotive plastics is a revolution in vehicle design.

NEXT MONTH

Detroit fights back at the recent sales slump with a gaggle of dazzling front-wheel-drive, fuel efficient new models for 1981.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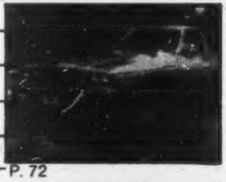
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Key Indicators

U.S. New Car Production — Units				Year to Date	
		1980	1979	1980	1979
AMC	July	2,930	7,961	76,428	85,530
Chrysler	July	28,951	59,546	356,937	577,784
Ford	July	47,340	127,261	736,215	1,350,309
GMC	July	315,501	374,288	2,516,823	3,306,775
Volkswagen of America	July	20,273	11,237	125,732	92,671
TOTAL		**414,995**	**580,293**	**3,812,135**	**5,413,069**
Imported Car Sales	June	190,424	203,348	1,251,905	1,201,428
Imported Car Penetration		27%	22%	27%	21%

Billions of Dollars,
Seasonally Adjusted Monthly Total
(Unless Otherwise Noted)

Durable Goods Manufacturing		Current Month	Previous Month	Same Period Last Year
New Orders	June	$ 66.6	$ 67.3	$ 75.8
Shipments	June	68.9	69.4	72.6
Inventories	June	160.5	160.6	141.7
Unfilled Orders	June	270.7	273.0	258.5
Manufacturers Value of Shipments				
Primary Metals, Total	June	$ 9.9	$10.3	$11.5
Steel	June	4.3	4.7	5.6
Nonferrous Metal	June	4.6	4.6	4.8
Nonelectrical Machinery Equip. Industries, Total	June	13.8	13.5	12.9
Engines & Turbines	June	1.1	1.1	1.1
Farm Machinery & Equip.	June	1.0	1.1	1.1
Construction, Mining & Materials Handling Equip.	June	2.5	2.6	2.6
Fluid Power Equip. (Index 1972 = 100)	June	252	266	253
Metalworking Machinery	June	.9	.9	.8
General Industrial Machinery	June	1.1	1.1	1.1
Electrical Machinery & Equip. Industries, Total	June	9.9	10.0	9.3
Electrical Transmission & Industrial Apparatus	June	1.7	1.6	1.7
Communications Equip.	June	3.0	3.2	2.5
Electronic Components	June	1.9	1.8	1.5
Transportation Equipment Industry, Total	June	12.9	13.3	15.4
Motor Vehicle & Parts	June	7.3	7.3	10.3
Aircraft, Missiles & Parts	June	3.9	4.3	3.4
Shipbuilding & Military Tank Vehicles	June	.8	.9	.7
Instruments, Total	June	3.3	3.3	3.0

Sources: U.S. Dept. of Commerce, Individual Motor Vehicle Manufacturers, National Fluid Power Association

However, all manufacturers should be able to meet the 3.4-gpm standard by the 1983 model, the panel concluded. The additional two years of development "could provide simplified systems, which would probably be less expensive and more reliable."

In questioning the need for the 3.4-gpm standard, the panel noted that "California Air Resources Board (CARB) field test data for oxidation catalyst vehicles certified to a 9.0-gpm CO standard indicate that the 1978 EPA Mobile Source Emission Factors (MSEF) overpredict the 1977-1979 California vehicle fleet average lifetime (50,000 mile) CO emissions by 50%. EPA's new field test data for this vehicle fleet, however, disagree with both the CARB data and EPA's 1978 MSEF predictions."

NRC said it also could not "reconcile" the differences between EPA's and CARB's most recent data and future vehicle emissions predictions.

"If the CARB estimates of present and future in-use CO emissions are correct nationally, CO emissions for light-duty vehicles will be approximately a factor of three less than EPA estimates, and a CO standard higher than 3.4-gpm will probably be sufficient to meet the federal air quality standard.—*Paula D. Hodges*

It's No Go For Proco

Ford's Proco V-8 engine has one foot in the grave. Though company spokesmen say the concept of programmed combustion could be applied to V-6s and I-4s, this appears unlikely. Foremost amongst indications that the program is dead is United Technologies' Auto Group announcement that it presently has no plans to build the injectors and pump for the Proco program.

In January of this year United Technologies announced it would build a plant in Kentucky to build

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22.

OCTOBER 1980

Chilton's AUTOMOTIVE INDUSTRIES

Special Report

HOW GOVERNMENT CAN HELP

23M387
MICHIGAN
MANUFACTURER PLATE
'81 PLYMOUTH
RELIANT

Ford Escort & Plymouth Reliant

DETROIT FIGHTS BACK

New Engines, Drivetrain

'81s In Europe & Japan

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Chilton's
AUTOMOTIVE INDUSTRIES

October, 1980/Volume 160, Number 10

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Ford's new 'world car' has different personalities for its different markets.

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COVER

Featured this month are Detroit's two most dramatically new, fuel-efficient, front-wheel-drive wonders—the Plymouth Reliant and Ford Escort.

NEXT MONTH

November *AI* looks into tooling materials, '81 light trucks from here and abroad (*and* the sticky tariff issue) plus our exclusive roominess index.

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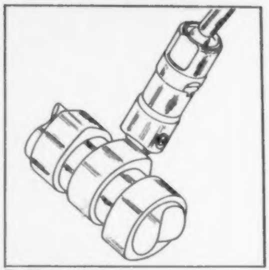

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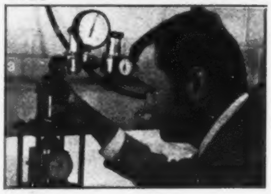

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AUTOMOTIVE NEWS/ANALYSIS

Key Indicators

U.S. New Car Production — Units				Year to Date	
		1980	1979	1980	1979
AMC	Aug.	16,936	22,270	114,084	108,095
Chrysler	Aug.	31,430	49,907	368,368	648,612
Ford	Aug.	68,008	146,974	804,223	1,522,416
GMC	Aug.	178,907	218,365	2,696,730	3,541,569
Volkswagen of America	Aug.	17,009	11,148	142,741	103,819
TOTAL		312,290	448,664	4,145,146	5,924,511
Imported Car Sales	Aug.	196,400	209,600	1,881,226	1,643,443
Imported Car Penetration		29%	23%	29%	22%

Billions of Dollars,
Seasonally Adjusted Monthly Total
(Unless Otherwise Noted)

Durable Goods Manufacturing		Current Month	Previous Month	Same Period Last Year
New Orders	July	$ 73.3	$ 66.5	$ 67.9
Shipments	July	71.9	69.1	67.1
Inventories	July	161.1	160.4	142.8
Unfilled Orders	July	271.7	270.4	258.0
Manufacturers Value of Shipments				
Primary Metals, Total	July	$10.3	$ 9.8	$10.9
Steel	July	4.4	4.3	5.6
Nonferrous Metal	July	4.9	4.6	4.4
Nonelectrical Machinery Equip. Industries, Total	July	13.5	13.8	12.0
Engines & Turbines	July	1.2	1.1	.9
Farm Machinery & Equip.	July	1.1	1.0	1.0
Construction, Mining & Materials Handling Equip.	July	2.5	2.5	2.8
Fluid Power Equip. (Index 1972 = 100)	July	273	246	264
Metalworking Machinery	July	.8	.9	.7
General Industrial Machinery	July	1.1	1.2	.9
Electrical Machinery & Equip. Industries, Total	July	10.0	9.9	8.2
Electrical Transmission & Industrial Apparatus	July	1.7	1.7	1.5
Communications Equip.	July	3.1	3.0	2.3
Electronic Components	July	1.8	1.9	1.4
Transportation Equipment Industry, Total	July	14.7	12.9	13.6
Motor Vehicle & Parts	July	8.7	7.2	8.5
Aircraft, Missiles & Parts	July	4.2	3.9	3.5
Shipbuilding & Military Tank Vehicles	July	.8	.8	.7
Instruments, Total	July	3.4	3.3	2.8

Sources: U.S. Dept. of Commerce, Individual Motor Vehicle Manufacturers, National Fluid Power Association

Ethyl is relying heavily on knock-sensors or octane-sensors introduced by auto companies to prevent knocking in turbocharged or other engines; a relatively new turbulent flow manifold which distributes a better-mixed fuel-air mixture; and possibly, lead traps in the exhaust system to collect the emitted lead.

Gilliam Clark, supervisor of product applications for Ethyl Corp., said, "Lean-burn smog control can burn the undesirable emissions to very low levels in the engine and not require catalysts or unleaded gasoline to meet the standards. We are emphasizing that the marriage of lean-burn to knock-sensing, as the Mercedes-Benz people have already explained, will probably produce the most important future electronically-controlled cars."

To support their allegations that U.S. emissions standards cause a fuel penalty, the Ethyl engineers described their testing of three almost identical Renault Le Cars which were fitted with U.S., European and Canadian emissions systems.

On Ethyl's city-cycle driving tests, the U.S. car got 25 mpg (9.4 L/100 km). But the Canadian car got 33 mpg (7.1 L/100 km) for a 32% improvement, while the European car got 43 mpg (5.5 L/100 km)—a 72% improvement.

These improvements were greater than expected, but Ethyl is convinced that the 1980 emissions levels could easily provide a 15% overall improvement in gasoline mileage, if high-compression (9.5:1) engines and unleaded gas were used. This reporter drove both Le Cars and got a 66% mileage improvement in the European version.

In addition, engineers at Ethyl and elsewhere generally agree that producing unleaded gasoline at the refinery consumes 5-6% more crude oil. By contrast, the addition of the projected one gram of lead per gallon would cost less than one cent. And Clark said the engine changes needed for lean-burn operation

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